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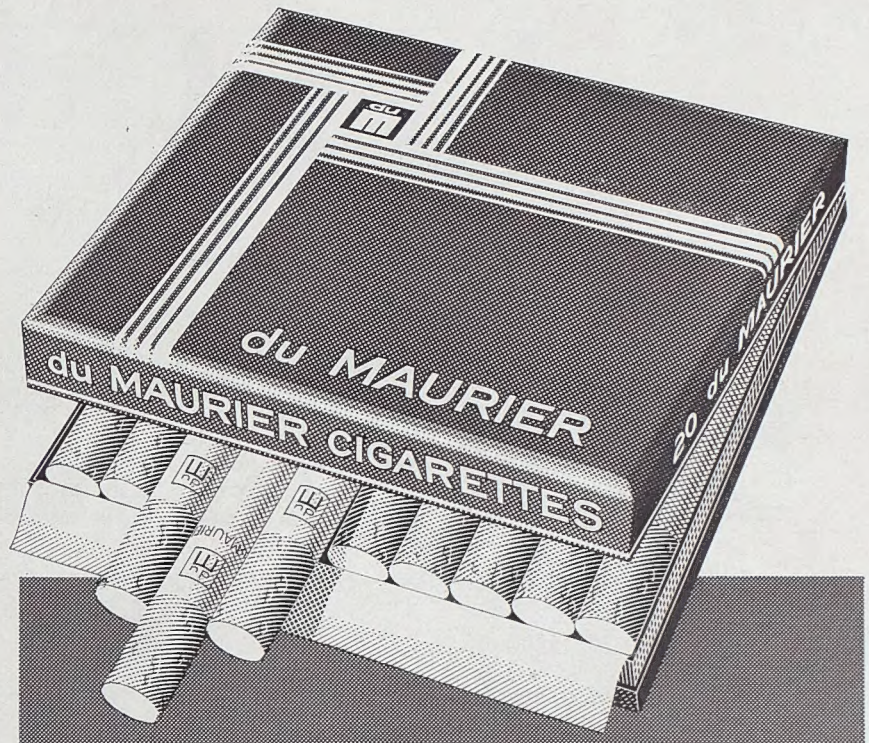

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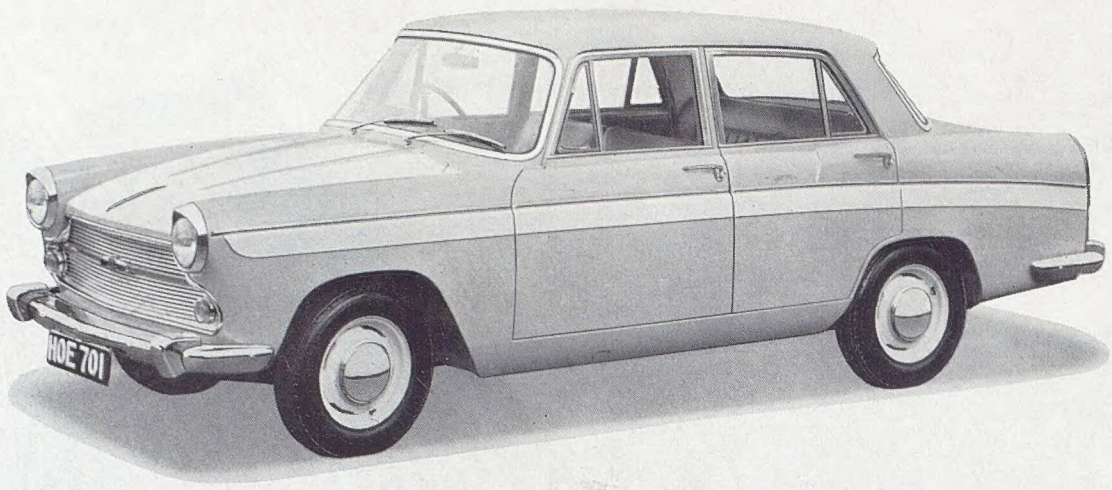

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Volume CCLIII No. 3279 LONDON, April 6, 1963

THE SPHERE

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FEDERATION ENDED

Sitting beneath a portrait of Cecil Rhodes, Sir Roy Welensky, the Prime Minister of the Central African Federation, holds a Press conference in Rhodesia House, London. He had just learnt from Mr. Butler, in his capacity as Minister responsible for Central African Affairs, of the British Government's decision to allow any territory in the Federation the right to secede. This met the demand of the Northern Rhodesian African nationalist leaders. Nyasaland was granted the right to secede earlier this year. Sir Roy declared he had come to London with constructive proposals for keeping Northern and Southern Rhodesia together and that the British decision was an " act of betrayal." While the African nationalists were jubilant, Mr. Winston Field, Prime Minister of Southern Rhodesia, sent a formal application to the British Government for his country to have full independence

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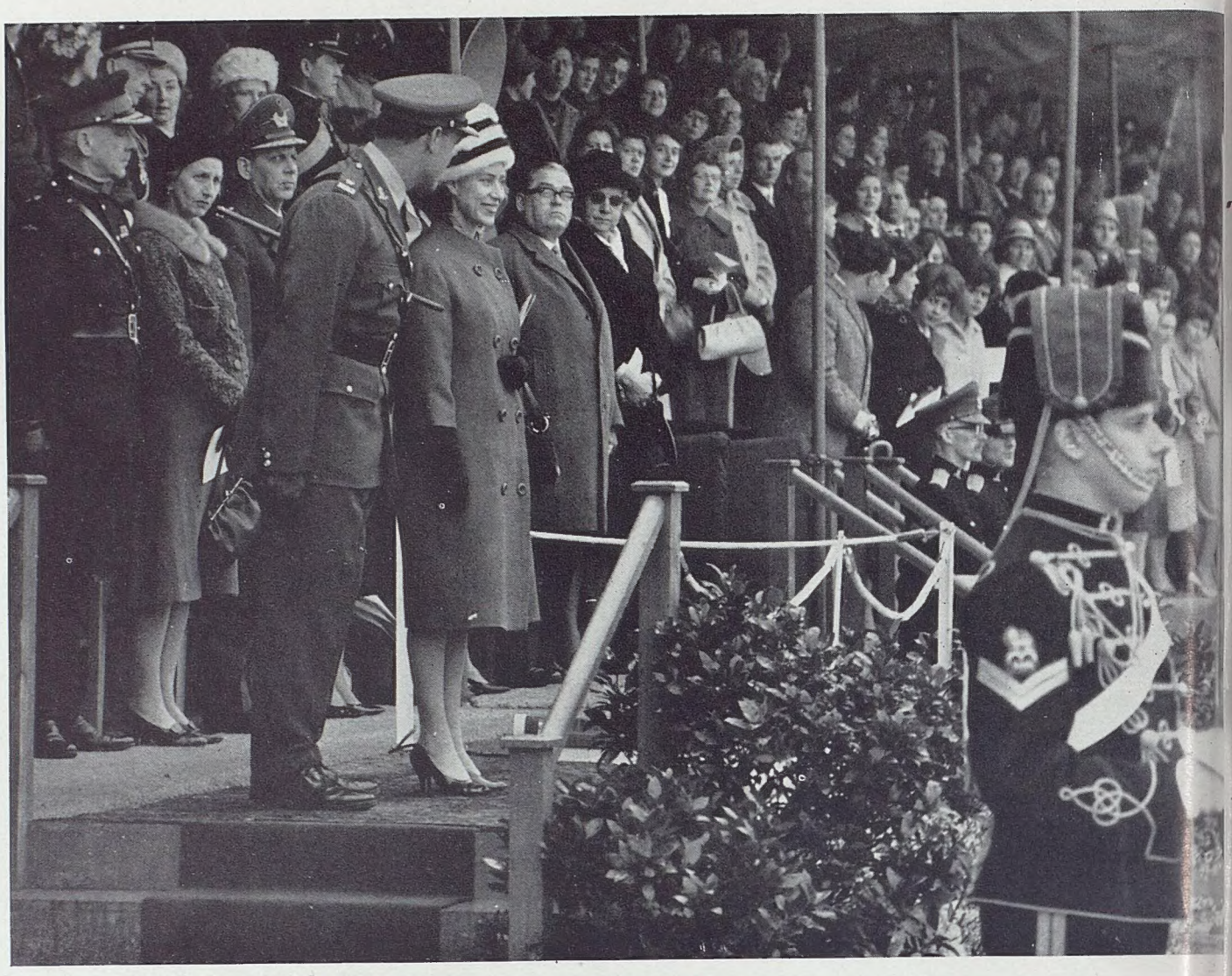


PRINCESS MARGARET AT A HUSSARS REGIMENTAL PARADE IN MUNSTER

Princess Margaret reviews a parade of the 15/19th King's Royal Hussars at Swinton barracks in Münster, West Germany. She is Colonel-in-Chief of the Regiment. With her on the platform is Major J. R. D. Sharpe. During her two-day visit she inspected married quarters, discussed housing problems with Rhine Army wives, and danced until two in the morning at a Regimental Ball. The Princess then went on to the Swiss resort of Davos for a ten-day unofficial winter holiday with her husband Lord Snowdon. Although her husband went ski-ing, it was stated that Princess Margaret would not

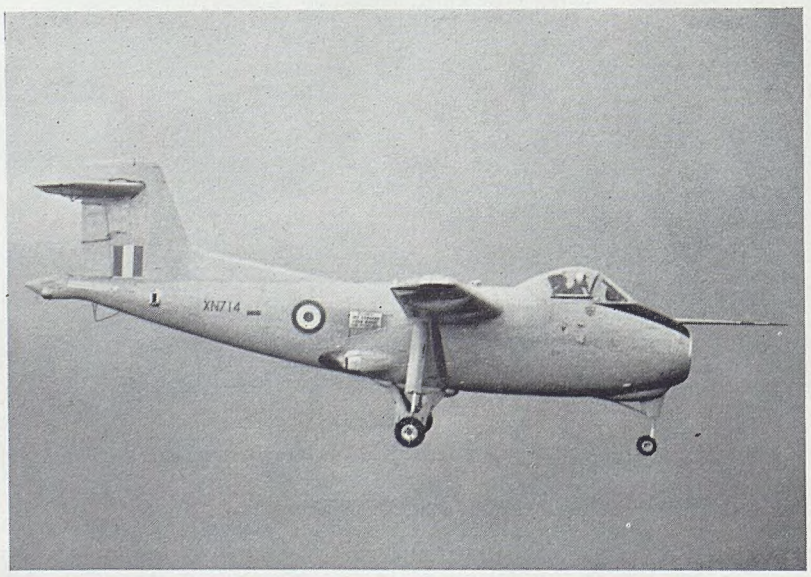
Pope John XXIII stands in an open car surrounded by a dense crowd of people during his visit to the ancient resort of Ostia, near the mouth of the Tiber, Rome. He was welcomed in Ostia last week by so large a crowd that his car could hardly move through the streets, despite a police escort. On Sundays in Lent, Pope John has been visiting different churches in order to exhort Catholics to do penance in preparation for Easter

THE POPE ON A LENTEN VISIT TO OSTIA, THE ITALIAN SEASIDE RESORT

CELEBRATING THE GREEK ROYAL CENTENARY

King Paul of the Hellenes (right) and King Frederik of Denmark inspect Greek and American fleets anchored in Phaleron Bay during celebrations in Athens marking the Centenary of the Greek Royal Dynasty. In the centre are Princess Brigitta and Prince Peter of Greece. The celebrations began on March 17 and lasted a full week. The first member of the dynasty was King George I of the Glucksburg (Danish) family, who succeeded to the throne on the abdication of King Otho, of the Wittelsbach (Bavarian) dynasty in 1863

Below right: A new British research aircraft, the Hunting "jet flap" H.126, makes its maiden flight from the Royal Aircraft Establishment at Bedford. Described as completely successful, the flight marked a significant step forward in the progress of aircraft technology. The H.126 is designed to investigate in flight the principle of using a greater part of the jet efflux, ejected from the wing trailing edge as a gaseous sheet, to produce both lift and thrust



MAIDEN FLIGHT OF A REVOLUTIONARY AIRCRAFT

BUSINESSMEN LEARN FROM A NEW MUSICAL?

Mr. and Mrs. Graham Hurst arrive for the opening night of *How to Succeed in Business Without Really Trying* at the newly-named Shaftesbury Theatre in London. Mr. Hurst is Managing Director of Morphy-Richards (Cray), Ltd. He was one of a party of businessmen invited for the premiere of this American musical last week

THE NEWS IN PICTURES

A ROYAL STATE VISIT TO THE UNITED STATES

In the Grand Salon of the S.S. *Constitution* are King Hassan II of Morocco (right), Princess Lalla Nezha, his sister, and Mr. Angier Biddle-Duke, Chief of U.S. Protocol. Mr. Biddle-Duke was welcoming them on behalf of President Kennedy. An honour guard of United States Marines and a Navy band greeted the King as he and his party of 59 went ashore. On the following day they went to Washington where thousands watched the King and President Kennedy drive from Union Station. After a luncheon given by Mr. Dean Rusk, the two Heads of State had talks in the White House. Subjects discussed included the conversion of U.S. military bases in Morocco to civilian uses and the continuation of U.S. aid

A HERO'S SWORD FOR A FILIPINO HERO

General Emilio Aguinaldo, aged 94, is presented in Quezon with a full-size replica of the sword of the Spanish hero, Don Juan, by Lieutenant-General Mariano Alonso on behalf of the Spanish army. Seated in centre is Madame Aguinaldo. The general won fame as a national hero during the Filipino struggle against Spain over 65 years ago

DISASTERS IN THE FAR EAST

Below Columns of black smoke rise in the background as inhabitants in a slum area of Saigon, South Vietnam, flee for safety from a widespread fire. The blaze destroyed several blocks of dwellings before firemen could bring it under control, and several thousand people were reported to be left homeless

Below right: A Balinese youth carries two pigs on a bar in the exodus from the area in the Indonesian island which was devastated by the eruption from the volcano of Mount Agung. There were considerable differences in the estimates of the number of deaths, but it was almost certainly in four figures

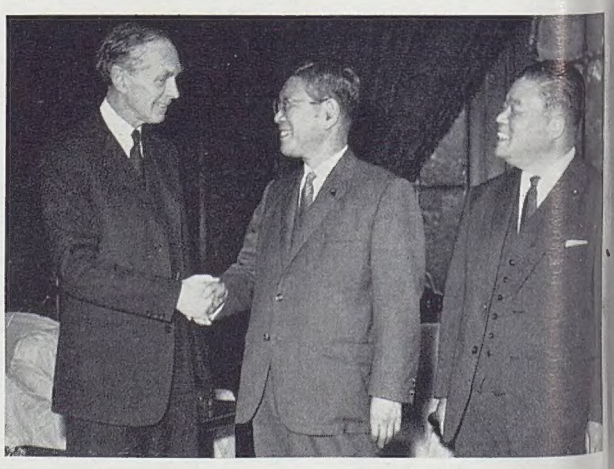
THE NEWS IN PICTURES

In Perth, near the end of the Royal Tour, a schoolgirl is presented to the Queen at an evening garden party. Centre, is the Governor of Western Australia, Lieut.-General Sir Charles Gardiner. Perth, capital of Western Australia, was part of the last section of a 37-day tour of Australia. There, at a public welcome in the Commonwealth Games Stadium, she was greeted by 30,000 children. The Queen and the Duke of Edinburgh flew back to London last week by way of Sydney, Nandi, Fiji, and Vancouver. With them on board the Royal plane were Prince Richard of Gloucester and a friend with whom he had been on holiday in Australia. From London, the Queen and Prince Philip, with Princess Anne, drove to Windsor Castle where they are spending April. (More Royal Tour pictures are on pages 18 and 19)

THE QUEEN IN PERTH ON THE LAST STAGE OF HER ROYAL TOUR OF AUSTRALIA

A STIRRING GRAND NATIONAL

Below: The field in this year's Grand National at Liverpool takes Becher's on the first time round. In the foreground, centre right, is the eventual winner Ayala, ridden by 19-year-old Pat Buckley. Out and About was the early leader of the 47 runners, to be reduced to 33 as they passed over the water in front of the stands at the end of the first circuit. At the last fence, Carrickbeg, ridden by John Lawrence, was in the lead from Ayala and Hawa's Song, but in a thrilling finish Ayala got up to win by three-quarters of a length. Ayala, owned jointly by Mr. " Teazy-Weazy " Raymond, and his trainer, Keith Piggott, was a 66-1 outsider. There were 22 finishers in this year's race



LORD HOME ON A VISIT TO JAPAN

In the Diet Building in Tokyo, Lord Home, the Foreign Secretary, shakes hands with the Japanese Prime Minister, Mr. Ikeda. Right is the Japanese Foreign Minister, Mr. Ohira. Lord Home arrived in Japan on a seven-day visit last week, during which the Diet ratified the Anglo-Japanese commercial treaty. Last weekend Lord Home was forced to cancel part of his tour as he was confined to his room with a temperature

NEWS SUMMARY

Budget hopes for Conservatives after more political setbacks; reactions to Beeching; "Ceddy"—a new plan for the Commonwealth; Mr. Wilson in the U.S.A.; tensions in the Middle East; coup in Guatemala

GREAT BRITAIN

Home news this week has been dominated by Mr. Maudling's first Budget on Wednesday. Beforehand, the political tipsters were confidently predicting tax reliefs of various kinds, abolition of Schedule A, and incentives to business. For the Government, the Budget was a highly political occasion: on it were pinned a large assortment of hopes by the Conservatives. Last week was another bad week for the Government. In the **Swansea East** by-election, a safe Labour seat safely held, the Conservative came a bad fourth behind a local "People's Party" candidate, and lost her deposit. At **Rotherham,** another safe Labour seat, Labour's share of the poll increased by 6·5 per cent. and Conservative's dropped by 8·8 per cent. in a straight fight. Unemployment remained a potent issue (see pp. 8 and 9), and Sir Edward Boyle, Minister for Education, found that the teachers were still up in arms about his decision to overrule the Burnham Committee. It was announced that the President of the National Union of Teachers, Mr. John England, was to stand as an Independent Conservative against Sir Edward at the next General Election.

Last week a charge of dynamite which had been ticking away for months under the British Railways system was exploded. Dr. Beeching's report "The Reshaping of British Railways" proposed to: (1) withdraw passenger services from 5,000 out of 17,800 route miles; (2) close 2,363 stations out of 4,709; (3) eliminate by the end of 1965 extra trains during summer and public holidays; (4) introduce goods "liner" trains between major centres; and forecast fare increases of at least ten per cent. in the London area and an initial reduction in railway jobs of about 70,000 out of 475,000. These measures, it is predicted, would make the railways profitable by 1970. Dr. Beeching demonstrated with such thoroughness that the railways are a subsidised, uneconomic social service at present that the first reactions in the Conservative Party and the public were compounded of stunned acceptance. But by last weekend opposition was mounting, especially in the railway unions and sections of the Labour Party. The Commons will debate the report after Easter. (See also pages 27, and 28–31.)

Mr. Selwyn Lloyd, the ex-Chancellor of the Exchequer, who was to make, during the Budget debate, his first speech in the Commons since he became a back-bencher again, came up last weekend with a plan to set up a Commonwealth economic development council "Ceddy." He was speaking at **Pinner** in Middlesex.

In the House of Commons Mr. Macmillan undertook not to proceed with the decision to deport Chief Enahoro back to Nigeria to face charges involving treason, until he had received satisfactory assurances from Nigeria.

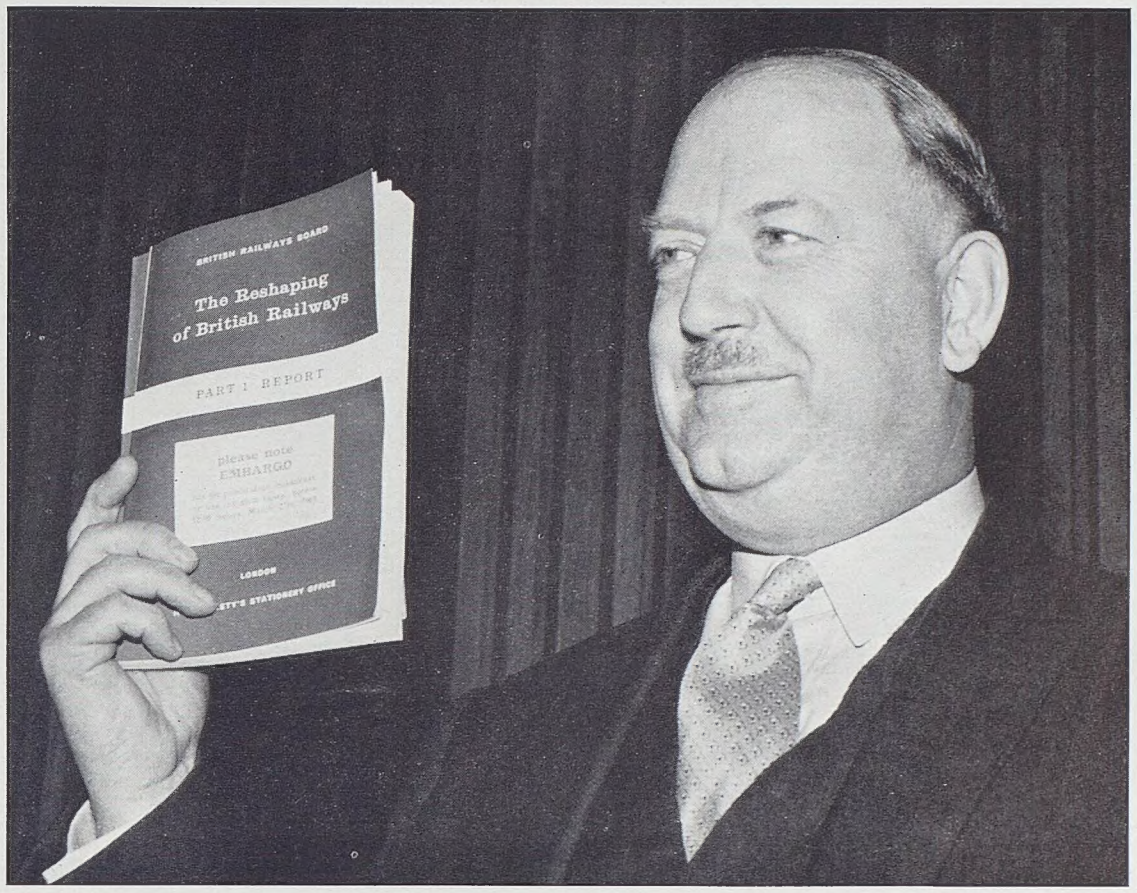
According to reports last Monday, there was a rather mysterious situation over a place called **Machrihanish** on the west coast of Kintyre. There a NATO airfield was being constructed under plans first announced five years ago but subsequently much modified. The latest reports stated that work had suddenly ceased and there was no indication when any of the necessary buildings would be put in hand. Some £2,500,000 had already been spent.

UNITED STATES

In **Washington**, the Departments of State and Justice announced that steps were being taken to prevent further armed refugee groups launching attacks on Cuba from U.S. territory. The settlement of this issue was, it was believed, taken in order that the promised withdrawal of Russian troops from Cuba would not be halted. (The frigate H.M.S. *Londonderry* suddenly left Bermuda last Sunday for the Bahamas. It was not known whether her sailing had any connection with the tension in the Caribbean.)

Before flying back from Washington to London for the Budget Mr. Harold Wilson, the leader of the Opposition, was to see President Kennedy. Much attention has been paid in the U.S. to Mr. Wilson's visit. He made it clear that the purpose of his mission was to proclaim his Party's support for the main lines of President Kennedy's foreign policy.

The last stumbling block to the settlement of the **New York** newspaper strike was removed —with an agreement with the photo-engravers —and workers returned to their long-deserted offices amid champagne and fireworks.



Dr. Beeching with his massive plan for the railways at his London Press conference

MIDDLE EAST

After two postponements Arab Union talks were due to start again in Cairo on April 6. Their success was prejudiced last week by an attack on Syria in the Egyptian paper *Al Ahram*, a mouthpiece of President Nasser. The paper directed its attack at the Syrian Prime Minister, Salah al-Din Bitar, and the leader of Syria's Baath party, Michel Aflaq. They were accused of attaching the blame on Egypt for the mistakes of the previous union of the UAR. It is thought President Nasser may be attempting to discredit the Socialist Baath party, which exists in Iraq as well as in Syria.

It was learned during the weekend in **Tel Aviv** that the chief of the Israeli security services had resigned. He had exposed the part being played by German scientists in assisting in the development of jet fighters and missiles in Egypt, and was understood to have alleged the West German Government was tolerant towards technicians and scientists going to Egypt. This attitude was thought to have earned the disapproval of Mr. Ben-Gurion, the Israeli Prime Minister. The identity of the Security Chief has never been revealed. He is generally believed to have been responsible for the finding of Adolf Eichmann. (See also John Connell on page 10.)

ALGERIA

The French Ambassador in **Algiers** is understood to have protested to Mr. Ben Bella, the Algerian Prime Minister, against the nationalisation of the large and rich vineyard and farming estate known as Le Domaine de la Trappe outside the capital. He claimed it contravened the Evian agreements made between France and Algeria before Algerian independence. Mr. Ben Bella was reported to have said the estate was taken over legally to protect it against imminent mass "anti-colonialist" demonstrations. However, some observers believed the action had been taken in retaliation for the explosion of an atomic device by France in the Sahara last month.

GUATEMALA

In **Guatemala** the army ousted the anti-communist pro-U.S. Government of President Miguel Ydigoras Fuentes, an ex-General who has held power since 1958. Colonel Enrique Peralta Azurdia, Defence Minister in the former Government, was declared chief executive with power to rule by decree. His military junta promised to protect democracy against the Communist threat. It dissolved Congress and appealed to the 3,800,000 population not to make public demonstrations. The ex-President, Dr. Juan Jose Arevalo, is thought to have returned from his self-imposed exile in Mexico with the intention of standing for office in the Presidential elections next November.

PROTEST WEEK

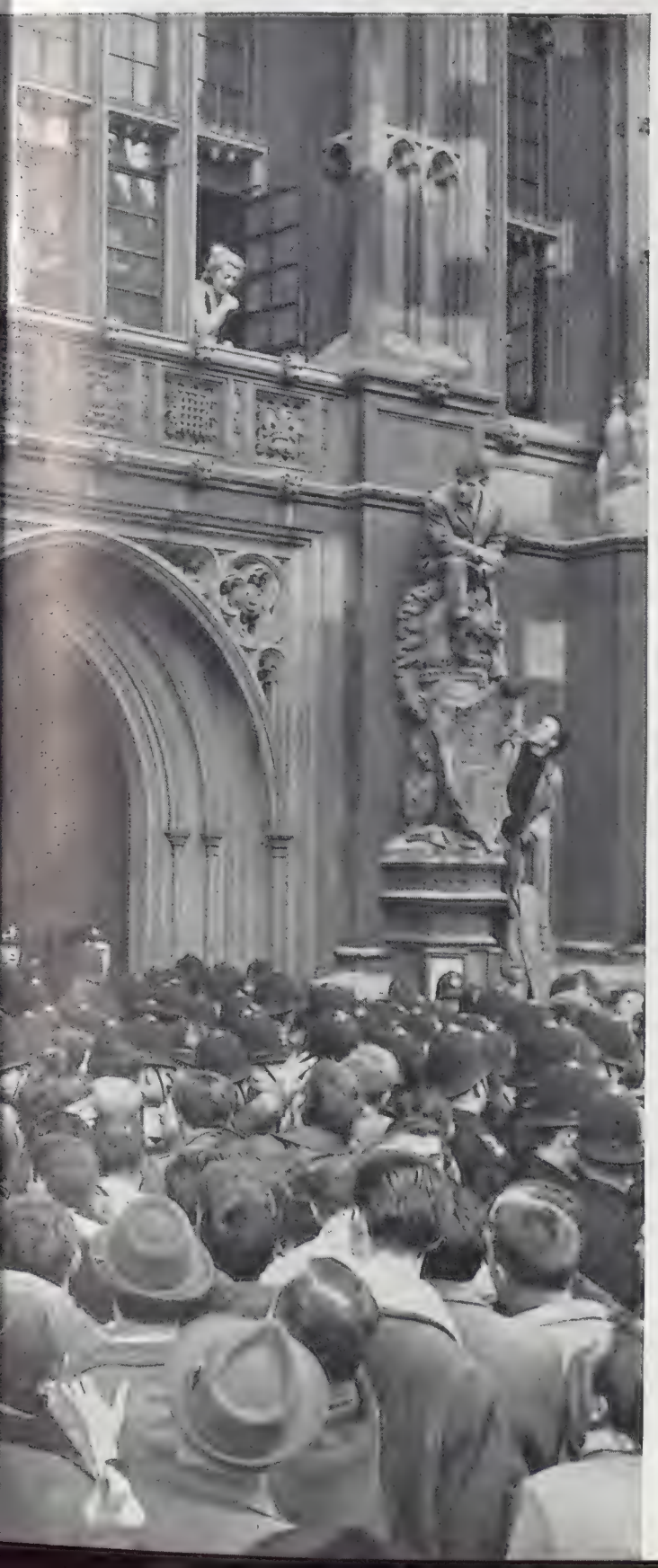
FRANCE With drums beating and banners flying, miners set out on a protest march from Wingles, near Lens, in Northern France. Throughout last week, the French industrial crisis continued, with the French miners out on strike in support of their wage claim; with surprise strikes (and consequent power cuts) by gas and electricity workers; stoppages and delays on the railways; and a strike by French provincial journalists

BRITAIN

There was fighting outside Westminster last week in clashes between police and unemployment demonstrators. It was described as the " wildest, most determined demonstration since the war." A crowd, estimated at 5,000, brought traffic to a halt. Then some of them sat down in the road in Parliament Square. The Mass Lobby and March was organised by the North-East Federations of Trades Council, with deputations from Scotland, Northern Ireland and Wales. Among those marching were some who had taken part in the Jarrow march of 1936. On the following day the teachers lobbied Westminster, much more peacefully, to protest strongly against Sir Edward Boyle's determination to overrule the Burnham Committee's recommendations of the distribution of teachers' pay increases

TURKEY In Ankara, the Turkish capital, steel-helmeted soldiers break up rioting between supporters of the Government and rival demonstrators of the Opposition. Street fighting broke out last week when the headquarters of the Opposition Justice Party was destroyed by rioters, mostly students. The cause of the crisis was the release by the Government of Mr. Celal Bayar, the former Turkish President and the present President Mr. Inonu's bitter rival. He had a tumultuous welcome in Ankara. After five days Mr. Bayar's freedom was withdrawn and he was returned under guard to a hospital to continue " medical treatment "

At Westminster, members of the National Union of Teachers queue up to lobby their M.P.s. About 6,000 teachers attended the protest. At one time the queue was 500 yards long



Mr. Davies (extreme right) M.P. for Leek, with teachers from the Leek District Teachers' Association

At Euston, trade unionists from areas of high unemployment assemble to march on Westminster. **Left:** Outside Westminster a solid phalanx of police guards St. Stephen's entrance from the demonstrators

JOHN CONNELL

ROCKETS IN THE MIDDLE EAST

The political climate in the Middle East, it is fair to say, is unstable enough, and potentially dangerous enough, without the introduction of a sizeable element of nuclear (or allegedly nuclear) rocketry. This is a hazard which most of us with interest in or knowledge of the region had hoped to avoid—for a number of years ahead, at any rate. However, in the latter part of last month there developed—more accurately there emerged into the glare of international publicity—a situation at once murky, complex and sinister, in which missile rivalry between Israel and Egypt was obviously a predominant factor.

It is a curious story, with undertones in the most lurid James Bond tradition. I have tried hard to disentangle fact from suspicion and surmise; but I cannot honestly profess to know the half of it. My own awareness of impending trouble began with a small news item, obscurely placed in *The Times* of Monday, March 18, from that newspaper's correspondent in Tel Aviv. This attributed to " an Israel source " the information that Egypt was at work on a rocket warhead which was capable of scattering radioactivity over large areas. The source intimated that knowledge of this had been conveyed to Israel by an Austrian specialist in radiation sources for medical purposes, a Dr. Otto Franz Joklik, who was stated to be the secretary of the International Society for Capillary and Blood Research in London.

Some 48 hours later the doctor hurtled into the headlines. It was reported—in much bigger type and in much greater prominence—that he and an alleged Israeli agent named Joseph Ben Gal had been arrested earlier in the month in Zurich; and it was alleged by the head of the CID in the Public Prosecutor's office in Basle that they had put in danger of her life a Fräulein Heidi Goercke, the daughter of a West German scientist employed at the University in Cairo. The Swiss newspapers saw the case at that moment as a further episode in a purported attempt by Israel to stop West German experts constructing rockets in Egypt within a range that could deliver them on targets in Israel.

Since every Egyptian Government for the past 14 years has insisted that, despite the armistice signed in Rhodes in 1949, Egypt and Israel are still at war, I cannot see anything very culpable in Israel's attempt to protect her people and her territory in this manner. Toughness and cunning, yes; but these are qualities that Israel's security services have had to develop in face of the perpetual threat of her enemies. Nevertheless, the resulting hullaballoo has been considerable; and I doubt whether justice has been done to Israel's side of the story.

Swiss anger, West German embarrassment, and Egyptian assertions that, while Egypt certainly has rockets which could blast " the Zionist gangsters " off the face of the earth—they are all solely of Egyptian devising and manufacture, and no help from or thanks to anybody else —have all been given great prominence. But the facts of German participation in the UAR's missile build-up, which Israel has sought by one means or another to curtail, have gone virtually unnoticed.

First, it deserves, I think, to be stressed that the Israeli Government has never asserted, and has indeed explicitly denied, that this participation is in any way the direct responsibility of the Bonn authorities. It is all completely unofficial. But it is believed some 250 German scientists and technicians have been at work for some time at Egypt's missile centre, Project 333, on a closely guarded site near the main Cairo-Alexandria road; or at Helwan, working on a rocket of a V2 type.

Israel cannot afford to take lightly German participation, on this scale, in the UAR's preparations for a further round of aggression. Until last month, and the arrests in Zurich, the Israeli Government had preferred to work under cover, by admittedly cloak-and-dagger methods, to dissuade individual Germans from working with the Egyptians. The arrests forced them into the open; and therefore the "Israel source" of that little *Times* story of March 18, did his, or her, best to get a good, firm blow in first.

Then, on March 20 (by which time, I may say, the Israeli Press and radio were very excited, and were asserting that radiological, bacteriological and chemical weapons are being developed in Egypt), the Knesset adopted unanimously a resolution calling upon the Bonn Government to put an immediate end to the activity of German scientists and experts working " on the manufacture of weapons of mass destruction to be used against Israel."

Mrs. Meir, moving the resolution, said that she was certain that it was inconceivable that the situation was in keeping with the desires of the Government of the Federal Republic; but she pointed out that " this evil crew " are citizens of the Republic, and in Egypt are continuing to try to bring about Hitler's " final solution to the Jewish problem." This seems to me justifiable, if stern, diplomatic pressure; but I doubt—regretfully enough—whether in practice it is going to prove particularly effective. For the Bonn Government has been able to respond, courteously and fairly, that since the Federal Republic is a democracy, it cannot prevent its citizens going overseas to find work if they want to.

In my view the right place to apply pressure is in Cairo, not in Bonn; and the right people to apply it are the Western Powers, Britain, France and the U.S.A., who under the Tripartite Agreement of 1950 are still guarantors of Israel's present frontiers. I realise that the Foreign Office and the State Department both regard any mention of this Agreement as tactless and embarrassing in the extreme; the longer it lies tucked under the carpet, the happier they are. But the Western Powers, under its terms, have both the right and the duty to apply some sanctions against Egypt's steady and swift build-up of offensive capacity with one principal object in view—the destruction of the State of Israel.

Claims and counter-claims about the existence of nuclear warheads, in either Egypt or Israel, are probably being pitched too high; but there is no doubt that Nasser is exerting a great deal of effort and ingenuity to get, as quickly as he can, some kind of nuclear missile. I believe that to drift and to allow this to happen, because of a lack of firm and united Western policy at this stage, would be quite disastrous. Here is by far the most dangerous would-be candidate for the nuclear club. He must be blackballed instantly and permanently.

The Times, in a leading article last week, revived a Russian proposal, first made over five years ago, that the Middle East should be turned into a nuclear-free area. I find myself, surprisingly enough, in agreement with *The Times*' advice that another look should be given to this proposal. To reject it merely because it originated with the Soviet Union, and was in 1958 interpreted by Washington (correctly enough) as a device to split the Bagdad Pact, would seem to me now fatuously shortsighted.

Nasser, militarily weak, has done mischief enough in the years since Suez. Nasser, with nuclear weapons in his hands, would be a major menace. It is pertinent to remember that he now has régimes which are very friendly to him in both Syria and Iraq, even if there is a good deal of doubt about the permanence or the stability of either or both of them. Jordan is in permanent danger; there have been rumours of yet one more attempt on the life of King Hussein. If he is killed, his Government is bound to collapse.

Time, in this area, is by no means on the side of peace; the Western Powers have no right to try to continue to evade the difficult—but even now not impossible—task of bringing Nasser under control. But the longer the delay, the greater the ultimate dangers, as this recent brouhaha over rockets has demonstrated to all but the most complacent.

Mr. Ben-Gurion, the Israeli Prime Minister, wears a protective helmet as he is escorted by officials round the Jordan-Negev water project at Tabigher in Israel

Right: President Nasser greeting the Syrian Prime Minister, Salah al-Din Bitar, on his arrival in Cairo for talks on the Arab Union

Somali tribesmen of the Northern Frontier District of Kenya demonstrate at Wajir, in support of their chiefs who had resigned their offices in protest against the British Government's refusal to grant them the right to secede to the neighbouring republic of Somalia. After conferring together for four days, 33 chiefs delivered to Mr. John Golds, the District Commissioner, a joint letter of resignation. It was learnt last week that owing to the tense situation extra police had been sent to the Northern Frontier District

SUPPORT FOR THEIR CHIEFS

b

The weathervane for Guildford Cathedral, designed by Allan Collins in the form of the Archangel Gabriel in position. The gold-leafed copper figure overlooks the Surrey hills 160 feet up

After restoration a 15th cent. painting of the Adoration of the Magi, found in a stable, is hung in the church at Littlewick, near Maidenhead

A London Newsletter

13-15, John Adam Street, W.C.2.

Right: General Gough of the Somme, who died in London, aged 92. **Far right:** Lord Beveridge, who died in Oxford, aged 84, was the architect of much of Britain's post-war social security system

GOUGH-Y. Sir Hubert Gough, a fine soldier of a famous fighting family, long outlived all his more lavishly rewarded fellow army commanders of World War I. A victim had to be found for that March retreat of 1918, and Lloyd George chose Gough, and Haig concurred. On a foggy March 21, I ran with the Fifth Army and only drew breath at the railway triangle outside Amiens. And we were lucky to go no farther. Not a man in Gough's Army but had known for weeks before that he had been left to make bricks without straw, despite his constant warnings to G.H.Q. He often visited his sparsely held front line to see for himself. He was very pleasant to meet in those wide-open spaces. His 12 weak divisions faced on a front of 40 miles a well-equipped weight of divisions, under Ludendorff's direction, gradually built up to 60, with reserves and artillery *ad lib.* Gough had no hope of reserves, and every man in his Army was certain that the inevitable débacle would come (save only of the exact day). So Gough was thrown to the wolves and denied an inquiry, and for 12 years lived under a cloud. The injustice neither soured him, nor aged him, nor broke him. His reinstatement was due to a book written in 1930 and, six years later still, even Lloyd George admitted that Gough had been unjustly made a scapegoat; then he received a Grand Cross of the Bath. Odd that this fighting soldier never received the D.S.O. which was broadcast to sedentary brass hats in World War I as a routine ration. He had a great sense of humour and was a most likeable, rather explosive, but unpretentious man, and totally lacking in pomposity. If life's a boon, and I dare say it is when zest and human interests and a sense of humour survive unimpaired, time's revenge gave him the last laugh over his ennobled and richly decorated fellows, who most of them got glory and rewards first and denigration afterwards. With Goughy, who died at 92, it was otherwise. He had over 30 years of life in which to enjoy his restored panache.

LORD BEVERIDGE. I still use one or two garden tools stamped with the famous name of Beveridge. They belonged to the late Lord Beveridge's parents from whom we acquired about 1928 a small house near Haslemere. It was an eccentric and ugly house, designed, I believe, by Lord Beveridge's mother, a very clever woman with long experience of India and possessed of many unusual interests. Sir William (as he then was) came down to see us, to facilitate the transfer, and he left behind after his visit a vivid memory of his charm, sense of humour and unselfish desire to co-operate—together with those durable garden tools, which to some extent compensate me for the negligible benefits which I personally derive from his Welfare State. I wish I had asked that day his advice on how, when the vital time came, I could qualify for that old-age pension which the officials of the Great Design, by their bungling or ignorance, for ever denied me. But one must not be selfish. He was a mighty benefactor of the great majority, and if he could not guarantee me the harvest, he at least supplied the tools. Of his remarkable abilities and clear-headedness, the testimony in the press of others better qualified to judge, gives ample proof. In his heart of hearts, I dare say, the ideal of World Government came before a Welfare State. He never had a very high opinion of the intelligence of the man in the street or indeed of any occupant of Number 10, Downing Street.

" ALWAYS MORE." A correspondent to *The Times* wrote recently: " There are too few sprouts, so we pay more. There is too much milk, so we pay more. Can anyone explain? " Not I, unless you accept it as certain that paying more for every essential commodity and service is our fate for years to come under any Government. Our present Government no doubt does accept it, for it does not deny a logical case for raising Ministerial salaries three times. And on the same day in Parlia-

The Metropolitan Police have developed a mobile Police Station and towing unit for use as a control centre for operations at the scene of major accidents and other emergencies. It is garaged at Lambeth, London

The A.A. on patrol past and future—Sir Denis Truscott (centre), the A.A.'s vice-chairman, is shown some of the Association's early transport, at the B.M.C. works at Longbridge, Birmingham. **Right:** On the same occasion, he formally accepts delivery of the first batch of Minivans, with which patrols will be equipped this summer instead of motor-cycles

ment, the P.M.G. announced a steep increase in telegrams, parcels and other such charges—all of them " reasonable." You can send a telegram: " Arriving 6.9 Templecombe, Charlie " for 5s. But " Charlie " may find it cheaper to arrive unannounced and take a taxi. To send a coat to the cleaners will henceforth be entirely uneconomic, and even the comparative cheapness of a local telephone call will not induce all of us to wait for our call while village ladies gossip for twice as long for their tuppence. The increases are " modest." The Post Office *faut vivre*, and an annual profit of £14,000,000 is not enough, though other nationalised industries would not sneeze at it. I share the view that Mr. Bevins may price his facilities out in some cases; and may raise a lot less than £1,500,000 a year from his telegram increases. All his increases are " reasonable " and " modest," since he is all out to improve P.O. facilities for the public. But can the public afford them, if and when those improvements come? Not, I think, when every other commodity and service they need, their rates, taxes, fares and what-not, year after year join in the merry price inflation. " The higher the fewer " may prove in the end to be nearer the truth.

PRINCE CHARLIE'S CANTEEN. Of relics of Prince Charlie from the field of Culloden and during the campaign, there is no end; and naturally enough the bogus exceed in number the genuine (as with Shakespeare). I don't know how many dirks and tobacco boxes the Prince carried or how many locks of hair he parted with in 1745/6. His camp canteen by Oliphant of Edinburgh was recently sold at Christie's for over £7,000. It is not known how the Prince acquired it, but it is stated that Cumberland gave it to his aide, Lord Bury, after it had been found in the Prince's tent after the rout on Drummossie Moor in April '46. I accept it that the canteen had been in the Keppel family since the mid-eighteenth century, and I presume that its provenance possesses documentary proof and is not mere convincing legend. If the canteen got into Cumberland's own hands (when every soldier was pillaging), it clearly needs more than legend to prove that he instantly gave it away. I question the Prince's tent. The evening before the battle, with some senior officers, he passed some hours in Culloden House, drank some of Forbes' wine and refused a dinner prepared for him by Forbes' steward. He had no sleep after the retreat from Nairn, for he rode back to Inverness to try to collect food and deserters and to get both back to the moor. By the time he returned, he had no time even for an hour's sleep in a tent. For the opposing forces were then in sight of each other and the Prince was in constant touch with George Murray. The " provenance " of Napoleon's silver canteen of 500 pieces, said to have been captured in his carriage after the rout of Waterloo, was long based on what now proves to be a mere legend. It fell into the hands of the Prussians, not Wellington, who was supposed to have distributed the pieces among big-wigs in England. I possess two of the plates (Nos. 487 and 491) and I always accepted the legend of their provenance until recently when the issue of *Country Life* (July 6, 1961) proved beyond doubt that the canteen was made for Napoleon's use at St. Helena, and was bought in 1840 from Las Cases by John Sainsbury. One plate, later acquired by Lord Panmure, offered at Christie's in 1961, fetched 580 guineas.

THE RED BELT. The National Trust (which should know) in its spring Newsletter, estimates in the last 50 years 75 per cent. of the coastline of England and Wales has been ruined by unsuitable development. Not much more than 800 miles of our beautiful coastline remains—to be similarly ruined or spared—out of 2,700. " All men kill the thing they love." Who cares? Not the Ministers concerned. They never put their feet down. There are protection bodies which care very much; far too many of them to unite in a single effort. Local authorities and regional planners are too often concerned with civic pride and profitable harvests from rates and improvements; and the speculative builder is an artful dodger, and owners of coastal property sometimes prefer to take the cash and abandon the credit. The coastline of Britain is the people's rightful heritage, not the perquisite of the locals. That is true. I cite a little section which I have known well between Lymington and Christchurch. When I was at Oxford in the early years of the century the New Forest dropped down to the sea in its natural beauty. Cattle and ponies browsed on the low clayey cliffs and the gold of the gorse and the blue of the sea pleasantly led the eye to the Needles. After World War I, enfranchisement came (why not?) for the many, and in those mad 20's there grew up hideous slum settlements of old railway carriages, shacks and huts, each with its " stink carts " and a house agent's office; and as the Affluent Society began to have it good and better, the drift to the South Coast increased, and of course the shacks disappeared. Villas and bungalows of every shape and discord grew like a measles rash, the green belts yielded ground and today that area (now fast developing *upward*) is a built-up nightmare suburb reaching its long fingers into the Forest perambulation—a monument to the individual fancies of speculative builders, to the greed of local authorities, to the indifference of Governments and the disunity and ineffectiveness of planning and protection bodies. Who can (who will trouble to) save the little that remains unravished?

THE OLD STAGER

Against a harsh, impoverished landscape under the hard sun, the Greek peasant women of the chorus stand motionless as they witness the tragedy of Electra. **Right:** The usurper Aegisthus (Phoebus Rhazis) and Clytemnestra (Aleka Catselli). Cacoyannis's film of Euripides' tragedy was shot almost entirely on location—among the ruins at Mycenae or in a village near Athens

ENTERTAINMENT

Cacoyannis's film version at the Cameo-Poly from April 11

ELEKTRA

Robert Helpmann's short ballet at the Royal Opera House

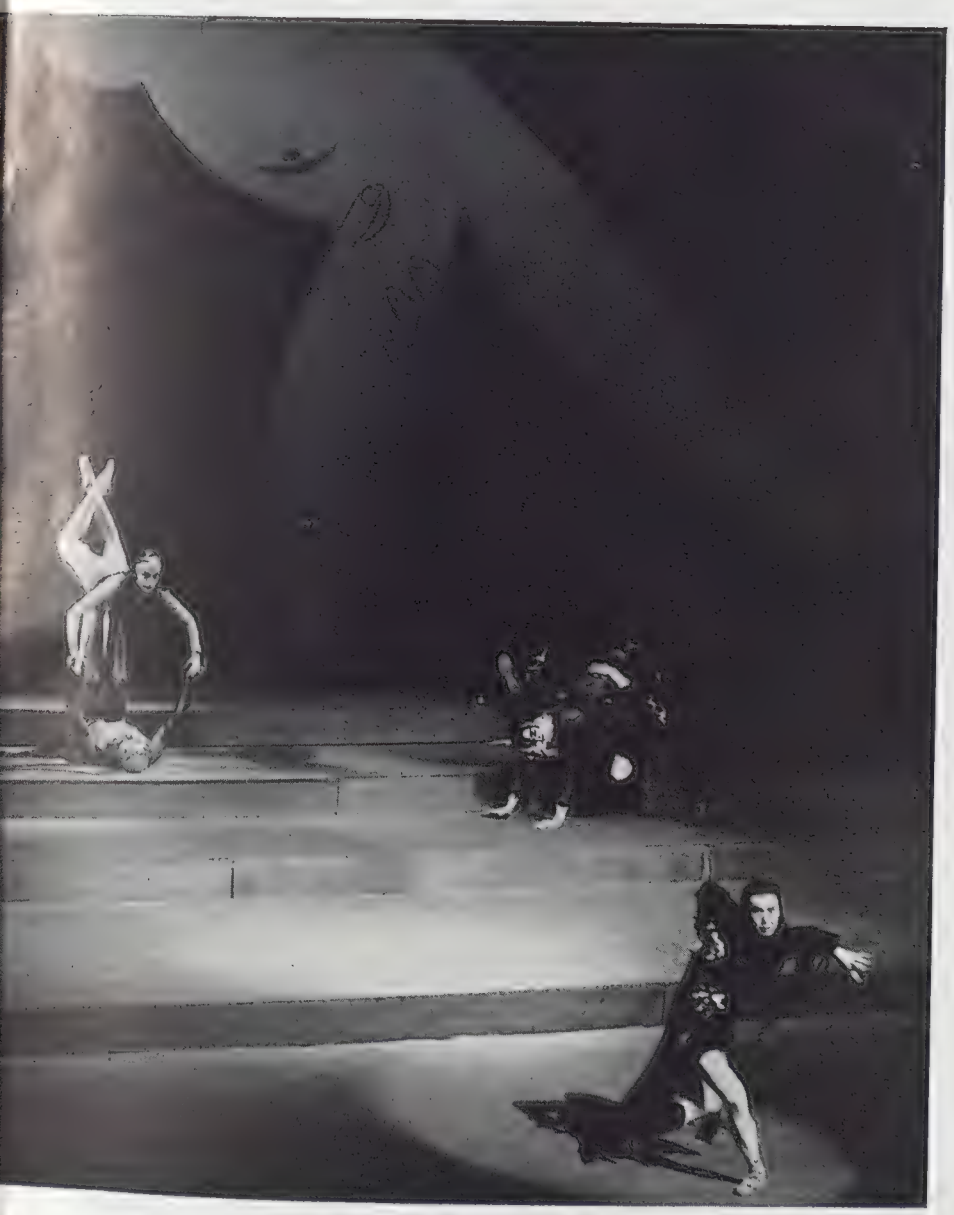
It would be hard to imagine two more different ways of portraying the same tragedy than the versions of *Elektra* that Londoners will soon have the opportunity of comparing, when the the young Greek film director Michael Cacoyannis's version of Euripides' tragedy opens. Starring Irene Papas, it has been honoured at all of last year's European Film Festivals. In contrast with his full-scale treatment, is Robert Helpmann's bombshell of a ballet, given its premiere last week. Sensational, acrobatic, with stunning designs by Arthur Boyd, the work got a tumultuous reception.

Electra mourns over Agamemnon (Theodore Demetriou)

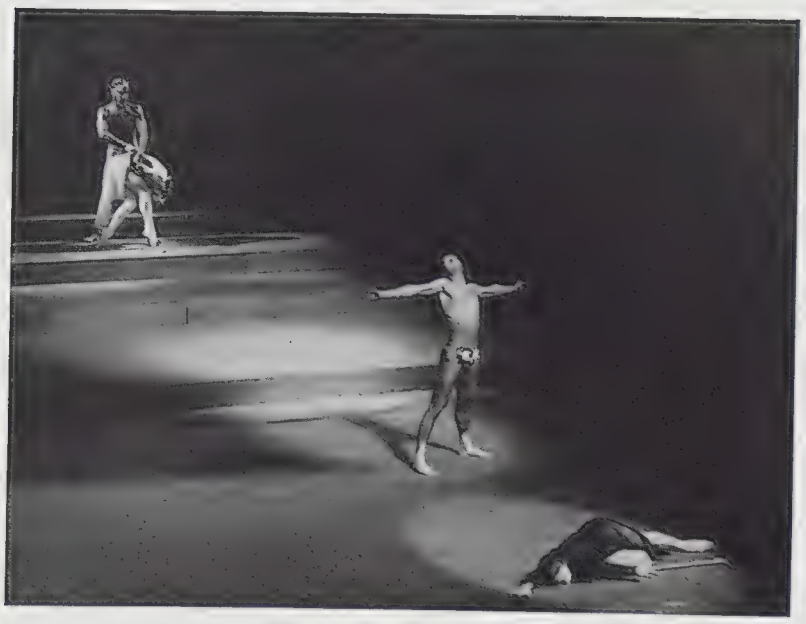
Below: Surrounded by the Erinyes, Elektra (Nadia Nerina) is anguished by Clytemnestra (Monica Mason) and Aegisthus (Derek Rencher), entwined together. **Right:** As the couple dance Elektra plots her vengeance

On a bare, brown hillside, the chorus watch Electra and Clytemnestra

Ballet photographs by Anthony Crickmay



Elektra—**right:** she is with Orestes, her brother (David Blair)



Orestes prepares to carry out the desire of his sister

THE VOICE OF THE COMMON

COMMONWEALTH MUTUAL AID

The first report on the assistance given by SCAAP

The essence of the Commonwealth idea is mutual assistance; the sharing of wealth to the betterment of members of the association. Assistance is naturally most required by the less-developed members, particularly in Africa. It was to focus attention on African requirements and to expand the amount of assistance available to meet them that the Commonwealth Economic Consultative Council set up in September 1960 a Special Commonwealth African Assistance Plan (SCAAP). After two years of operation, the first report on SCAAP has been published for the Commonwealth Economic Committee by H.M. Stationery Office in London (price 4s.).

Assistance for African countries of the Commonwealth is not channelled through any central organisation. It is arranged bilaterally and through contributions by the wealthier members to international agencies, particularly to the United Nations Technical Assistance programmes. What SCAAP does is to achieve an expansion of assistance through negotiations between the countries requesting assistance and the countries offering it.

The current report shows that the increase of assistance in 1961-62 was very substantial. The growth in technical and educational aid was more conspicuous than in capital aid. But grants, loans, investments and other financial aid increased by more than a third over this period. The report details assistance of all kinds provided by six Commonwealth countries: Pakistan, India, New Zealand, Australia, Canada, and Great Britain, which bears the main responsibility for assistance to Africa.

On the towpath by the Thames at Putney in London, the memorial to the great Australian oarsman and coach, Steve Fairbairn, is unveiled by Lord Bruce of Melbourne, the former Australian Prime Minister and himself an oarsman of note who was a Cambridge Blue in 1904. Fairbairn (born 1862—died 1938) rowed in four winning Cambridge crews and was responsible for the foundation of the Head of the River race

The new Bishop of Bermuda, the Rt. Rev. J. Armstrong (extreme right foreground), is seen outside Westminster Abbey with some of the many Naval Chaplains who had attended his consecration. Before his preferment he was Chaplain of the Fleet

CANADA

Aspects of the General Election next Monday

Leaders of the main parties in the Canadian elections: Mr. Diefenbaker (Conservative); Mr. Pearson (Liberal); Mr. Douglas (New Democratic) and Mr. Thompson (Social Credit)

Over 1,000 candidates are contesting the 265 seats in Canada's House of Commons in the General Election next Monday, April 8. At the time of the dissolution of Parliament at the beginning of February, the state of the parties was: Conservative, 113 seats; Liberal, 99; Social Credit, 30; New Democratic, 19. Four seats were vacant. The election comes less than a year after the previous national poll. Because Mr. Diefenbaker and the Conservatives (who had enjoyed an unprecedent victory in 1958) had no overall majority, they had to rely for support from either the Social Credit members or the New Democratic members. The Government's continuation was therefore often precarious and when neither of the smaller parties would offer support, the administration was defeated.

A feature of the coming election is that there will be a record number of women candidates standing—31 in all. The vote will be for Canada's 26th Parliament since Confederation in 1867.

Canada is a federal union of ten provinces and two territories within a strictly limited constitutional monarchy. The Federal Government consists of the Senate and the House of Commons, the former having 102 members appointed by the Governor-General on the advice of the Prime Minister and holding office for life. A House of Commons has a limit of five years. Representation in it is decided by population. Thus, the majority of the 265 members come from Ontario and Quebec, which contribute more than 60 per cent. of Canada's population.

Legislative powers are divided between the Federal and Provincial Governments. The former is concerned with national affairs, such as external relations, defence, trade and commerce and transportation. The provinces have their own authority over regional matters such as education, health and laws relating to property.

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

BOOKS

An important exhibition at Marlborough House in London

The Commonwealth may be far-flung, its outposts remote. Nothing brings all its members closer together than a common language. By the fastest air routes, Canada is six hours' flying time away, India ten, Australia 25, but the pages of a book bring the farthest Commonwealth country into the orbit of your fireside. Books about the Commonwealth are not often assembled in so comprehensive a way as in the exhibition of books currently to be seen at the Commonwealth Information Centre—the first exhibition to be staged at Marlborough House since the historic building adjacent to St. James's Palace in London was opened for Commonwealth use a year ago.

Organised by the National Book League with the co-operation of the Commonwealth Relations Office, the exhibition is aimed primarily at librarians and teachers. It was opened on March 26 by the Permanent Under-Secretary, Commonwealth Relations Office, Sir Saville Garner, deputising for the Duke of Devonshire, Minister of State, C.R.O.

The books seek to inculcate the Commonwealth idea. One of the largest sections covers children's books with a Commonwealth background. Others cover travel, history, geography, natural history, art and architecture. Classics of Commonwealth literature are included; examples are works by Chester Wilmot, Rabindranath Tagore, Doris Lessing. Of recent Commonwealth writing, two novels by Chinua Achebe, published by Heinemann in their African Writers series, and three by Cyprian Ekwensi, published in Lagos by the African Universities Press, are the most interesting. Though novels are not widely read in Africa, these works illustrate a new interest in the development of African fiction—not all of it as politically and socially loaded as one might expect. Most of the 912 books on display are from British publishers, but up to 200 come from other Commonwealth publishers. The exhibition closes in London on April 30.

NORTHERN RHODESIA

Professor J. Desmond Clarke lays the foundation stone for the Natural History Wing at the Rhodes-Livingstone Museum at Livingstone, Northern Rhodesia. Professor Clarke, now at Berkeley University, California, was formerly at Livingstone University

MALAYA

A new landmark in Kuala Lumpur, the capital of Malaya, is the viaduct in the centre of the city. It was opened last month by Tunku Abdul Rahman, the Prime Minister, and is designed to relieve traffic congestion on the busy streets in Kuala Lumpur

The Royal Tour

THE LAST PHASES

Western Australia saw the final stages of the Royal tour, and people travelled great distances to welcome the Queen and the Duke of Edinburgh at their various stopping places. Kununurra was reached on St. Patrick's Day. Among the many who toasted the Queen with bottles of beer—glasses are not regarded as necessary there—were a number of Irishmen newly arrived to work on the Ord River irrigation scheme. The most isolated point of the tour was reached at Koolan Island, where one of Australia's richest iron ore deposits is situated. The 250 workers on Koolan were joined by 375 people from neighbouring Cockatoo Island in Yampi Sound.

Next, to Broome, a colourful township with a mixed population of Australians, Malays, Chinese and Japanese. The pearl shell industry on which Broome once relied is switching to production of cultured pearls. Also a beef industry is being built up. Cattle from local ranches are carried in road trains, consisting of a large truck and trailers, to the coast for shipment to America. So to Perth, and finally back to Sydney for the flight home.

The Queen talks with children at Kununurra where the Ord River scheme is converting a wilderness i

Coming ashore at Koolan Island in Yampi Sound

At Broome the Duke plants a tree at a school. **Right:** the Queen meets Sisters and pupils at

The Queen and the Duke examine a road train which carries cattle from Broome

-tile area

at a miss ation

In the Shire Hall at Broome, Western Australia, the Royal visitors pause for a talk during their inspection of the wonderful collection of shells and pearls there

OUT AND ABOUT

Above: The Chiddingfold and Leconfield Hunt meets at the Petworth Kennels, Sussex. The field is led by the Master, Mr. Richard Barlow

Right: A mid-Lent custom on a hill near Sittard in the province of Limburg, Holland. Children gather rolls thrown from the hill-top

Below: A view from the roof of the Queen's building at London Airport showing some of the weekend crowds watching aircraft

Punctually the redshanks are harbingers of spring

Photograph by Eric Hosking

BRIAN VESEY-FITZGERALD

SPRING'S A LITTLE LATE THIS YEAR

Writing to a friend, Horace Walpole once said: " Spring has set in with its usual severity." William Cowper expressed the same rather jaundiced view: " Our severest winter, commonly called spring." Jaundiced? Yes. But I think it is true to say that we expect too much of spring and expect it too early. Edgar Nye, a too-neglected American essayist of the last century, summed it up neatly when he said: " Winter lingered so long in the lap of Spring that it occasioned a good deal of talk." Certainly that is true of this year.

We have emerged from the worst winter for 130 years, maybe more. Throughout the rigours of those months we looked forward to the spring. You would hear people saying, " Well, we'll have a good growing spring anyway," or " when this lot's gone, spring'll come with a rush: we'll have a nice early spring, you see." That lot has gone: and spring has not come. I am writing a little in advance of publication. By the time this sees print spring, true spring, may well be with us: should be with us. But at the moment it is not. Its delayed arrival has " occasioned a good deal of talk "—mostly blasphemous.

The grass in our paddocks is pale, pale yellow, lifeless: the sickly colour of someone who has been shut away from fresh air for too long—as indeed it was beneath its thick covering of snow. Even down by the stream where, at this time of year, the grass is usually quite lush, it is pale. There is, as yet, no bright new growth. Here we are, almost at the end of March, and we are still having to feed grain and mash to the geese. And flowers. A few of the early flowers, the ones you would expect, have appeared: snowdrops, of course, and some crocuses (oddly enough, the purple have done much better than the yellow), aconites, heathers; that sort of thing. But by comparison with normal years, only few.

Only the little iris, *danfordii*, seems to have relished the snow. We have more, and of stronger and richer colour, than ever before. (Had I been asked in January which of our early flowers would be most harmed by the severe weather, I would certainly have put *Iris danfordii* near the head of the list!) The fact is that, in this garden at any rate, we are only just beginning to realise the toll that last winter took. No wonder there is a good deal of talk—mostly blasphemous. But we do not fully understand, because we have not the experience, how long it takes to recover from a really severe winter.

And yet—well, all around are the signs of spring. Down by the stream the willows are full of brown buds, each wearing a shining silk cockade. As I look down the hillside the watery sunbeams pick out the buds and the streamside seems filmed in silvery mist. After that long winter, and expecting spring, I should have said offhand that the willows were late this year: and the locals have assured me that they are. But I have looked in my diary. They are not early: they are as punctual as ever.

So are the redshanks. I have not yet heard the chiff-chaff (and it is now well past the date when his twin notes are usually heard in our copse) and the moorhens, which at this time of year are usually chugging backwards and forwards across the stream like busy little tugs, are altogether absent. I have not seen a moorhen hereabouts since the hard weather set in and I think that, with all the waters frozen, they must have suffered heavy casualties.

But the redshank has returned prompt to time. True, there is only one bird as yet: and he is even more nervous than redshanks normally are—and the redshank is not called " the Warden of the Marshes " for nothing. I have only to appear at the gate of the hen-run (which is some 30 yards from the stream, and well above it) but off he goes, his pipe-stem legs of ruddy orange dangling beneath him, with that wild, plaintive, undulating cry which, once heard, can surely never be forgotten. So anguished, so startled, is he that you would think that he could never come back. But five minutes later, leaving the hen-run, I put him up from just the same place, as anguished and as startled, as ever. Only one bird as yet. But in a week he will have a mate, in a week all the streamside meadows will echo to that eerie cry. Spring is, indeed, just around the corner.

Of course, the sparrows have been telling me this for weeks past. But sparrows are confirmed optimists and, therefore, as weather prophets, quite unreliable. While the snow was still thick on the ground they were house-hunting. Now that the snow has gone, they are making a determined assault on our eaves. Soon I know I shall have to do the most unpleasant job of the year: clearing out their nests. For, if I do not, their nests will be well up under the roof of this old cottage. This is not good for the roof, and makes sleep impossible after about 4 a.m. The summer through, sparrows and I wage war. I hate doing it. But, fortunately, it seems to have little effect on the sparrows. Certainly, it does not dampen their ardour: annually, their numbers seem to increase.

For the birds, spring has already arrived. All day long the great tit works his squeaky bicycle-pump of a voice; the thrushes and blackbirds and starlings are busy about their nesting; the owls waken night. Each night there are three or four calling around the cottage, and there are others just as noisy in the nearby woods. The strange thing about the cries of owls is that you can never be sure exactly from what point of the compass they come. I suppose that in some measure this must confuse the little animals they hunt. All the same, it seems contradictory that they should make such a noise about their hunting when their downy wings are obviously designed to permit silent approach to their prey. But I do not think that these March-calling owls are hunting: I think they are making dates across the dark night.

Yes, for the birds spring has come. It does not matter to them that the grass is still sickly pale, that this or that plant is late in flowering, that this or that plant has died. What matters to them is that the days are longer. It is the increased light not the weather, the present not the past or future, that is important to them. For me, true spring has not yet come. I mourn some treasures that the frosts killed and I am impatient for the growing spring that I feel to be just round the corner. I must learn from the birds. It is the present that is important. I had better start on those sparrows. There won't be time when the spring comes.

TRAVEL

MOUNTAINS AND A GHOST

By "THE SPHERE" TRAVEL CORRESPONDENT

Two features dominate one's memories of Innsbruck: the mountains and the ghost of Emperor Maximilian I. The mountains are hardly unexpected, yet even one's anticipation does not prevent the shock of pleasure at their almost overpowering proximity. Walk one step farther beyond the end of Maria-Theresienstrasse, it seems, and your way is blocked by the 6,770-ft. wall of Hafelekar mountain.

To Maximilian the credit must go for many of Innsbruck's outstanding treasures, for this "Last of the Knights," grandfather of Emperor Charles V, dearly loved his Innsbruck and strove to make of it a world centre of artistic achievement. As Holy Roman Emperor with the Habsburg family flair for making judicious marriages, his dominions included Bohemia, Hungary and Spain. Yet it was Innsbruck which won so much of his affection and it is one of the many ironies of history that he should have died broken by the ingratitude of the people he loved.

In the meantime, he had had built Innsbruck's greatest landmark, the Goldenes Dachl, symbol of the city, to commemorate his marriage with Maria Bianca of Milan. Roofed with 3,500 gilded plates of copper, this fine Gothic balcony is richly decorated with sculptures and paintings. From it, the court used to look down on to jugglers and other players in the street below, and occasionally on jousting tourneys. Today, Tyrolean evenings are held before it and, during summer weekends, music is played from its tower.

The Goldenes Dachl is in the old quarters of the town and to wander through these arcaded streets is one of the great delights of Innsbruck. In the same part of the town is the greatest of its sights: the Hofkirche, for whose existence the responsibility again lies with Maximilian. Though its exterior has no great distinction, its interior contains far-famed riches, of which the focal point is the magnificent sarcophagus of Maximilian himself. The Emperor's body lies not far from Vienna, but the black marble tomb in Innsbruck with its kneeling figure in bronze and 28 surrounding statues is one of the splendours of all Austria. The surrounding statues, incidentally, are of characters supposed to have been connected with the house of Habsburg including, for no very obvious reason, King Arthur.

Two other tombs in this historically star-studded church call for special attention. One is of Andreas Hofer, that rugged mountaineer hero of the Tyrol who performed the miracle of beating back the armies of Napoleon, though he was subsequently betrayed and shot for his pains. The other is the Silver Chapel, built as a tomb for the hero and heroine of one of history's romances. They were the Tyrolean Archduke Ferdinand II, great grandson of Maximilian, and his wife Philippina, a mere commoner of Augsburg whom he brought to live in the secluded Schloss Ambras situated near Innsbruck.

Near the Hofkirche is the Museum of Tyrolese Folklore (Volkskunstmuseum), outstanding of its kind, for it includes the genuine originals of rooms from cottages and houses in the region, complete with wooden walls that are scarred by time, handmade furniture and tiled stoves.

Yet another exhibition this year marks an important anniversary in the history of the Tyrol. It is just 600 years since Margaretha Maultasch, reigning Duchess of Tyrol, bequeathed her lands to Duke Rudolf IV of Austria as an act of gratitude. With the exception of two troublesome periods, the Tyrol has formed part of Austria ever since and the sixth centenary will be commemorated in Innsbruck by a rich exhibition in the State apartments of the Hofburg. This former Imperial Palace, now a museum, contains some splendid State rooms, including the two-storey-high Giant Hall.

But all is not history in Innsbruck. The people of Tyrol have a great flair for enjoying themselves and there are any number of wine taverns in the Old Town, usually with music, where the cost of enjoyment is often no more than a glass or flask of wine. The Goldene Adler is the oldest inn in the city; from one of its windows, Andreas Hofer made his stirring speech to the people of Innsbruck after his victory in 1809. Goethe once stayed here—there is a Goethe room—and, so, it is said, did over 340 kings, princes and nobles at various times.

Should town life begin to pall, the surroundings of Innsbruck provide contrast enough. This is one of its great features, for within half an hour you can be high up on some mountain slope with an endless choice of walking possibilities. No doubt the best known of the centres close to the town is Igls. You can reach it either by bus or tram. An alternative would be to pass through the suburb of Wilten. Its parish and monastery churches are well worth visiting, while a short climb leads you to Berg Isel, Andreas Hofer's battlefield, now a lovely park. From here, you can walk through the woods (about an hour) to Ambras Castle, beyond which lies Igls, linked by cable railway to the raking views from the top of Patscherkofel (6,600 ft). The other great mountain ascent is by cable railway across the river to Hungerburg, continuing by suspension railway to Hafelekar peak. It is an intensely dramatic journey, and so is the limestone world in which you find yourself on arrival.

A most pleasurable excursion of a different and shorter kind is to Soldbad Hall, about six miles east of Innsbruck—a health resort which dates back to the thirteenth century. Its twisting streets and copper roofs make it a gem for those who like strolling in ancient towns. In all directions, the railways splay out: northwards to Bavaria, southwards into Italy, west towards Switzerland, east deeper into Austria, with mountain and valley villages that offer a world of exploration. Fulpmes is one, reached by bus or rail; better still is small, quiet Neustift, a farther stretch by bus to the end of the same valley. Mutters, close to Innsbruck, with its chair lift ascent to Mutterer Alm, is another recommended walking centre. The choice is infinite from this lovely capital of the mountains.

For further information: Austrian State Tourist Department, 219, Regent Street, London, W.1.

Access: By air, London-Innsbruck, by Austrian Airlines or Cunard Eagle Airways, from £34 10s. tourist day excursion to £41 13s. tourist day return. (No first class.) By surface travel, from approx. £28 first class return; from approx. £19 second class return.

The mountains dominate the town of Innsbruck in Austria

A triumphal arch built in Innsbruck in 1765

A new wing (on left) for the Ambassador Hotel in Accra, Ghana, was recently completed by Taylor Woodrow. It has a roof garden under the arcaded canopy, and 48 bedrooms for guests. The extension was designed by the late Mr. A. G. Paton

NEW HOTEL BUILDING IN ACCRA AND AMMAN

This luxury hotel, the Al Urdon, in Amman, Jordan, was opened recently by King Hussein. It has 105 rooms, including two dining-rooms, and its own night club. The Roman city of Jerash is only half an hour away and a new desert highway leads to Petra

TRAVEL FOLDERS ON JORDAN TOURS

Guide books are helpful but, above all, it is the travel folders which keep you up to date on where to go. Usually produced annually by tourist offices, they can contain invaluable information. It is true many of them only describe the places to be visited with pointless pictures and purple prose, but the new series of folders issued by the Jordan Tourist Authority does not fall into this latter category. They are thoroughly informative, containing just the guidance a traveller needs. Five deal with particular places, Jericho, Petra, Jerash, Amman and Jerusalem. Another deals generally with Jordan and the Holy Land. From this particular folder you discover that a three-course meal costs about 13s. 6d., that bottled water is available and that the electric voltage is 220 a.c., with the additional tidbit that the plugs are rounded.

Although many travel agents arrange tours which take you to Petra, it is useful to know that you can travel there by car from Amman via the new desert road in three hours, and continue the journey on horseback, a ride which takes half an hour, the tourist being assured that the horses are docile and well trained. Should you wish to take a longer route via the Kerak road and have the chance of seeing the Crusader Castles as well as the famous mosaic map at Madaba, the folder tells you that the drive takes eight hours and the final ride on horseback half an hour. You can also learn that the season is ordinarily from May 15 to May 31 and from September 15 to October 30. A brief but interesting review of the principal places to see is also given, together with details of the accommodation which is provided at Petra in a stone guest house with 12 rooms, or in cubicles in ancient caves. It is not necessary, however, to stay the night. A visit can be completed in one day.

The largest and most comprehensive of the folders deals with historic Jordan, with an emphasis on Jerusalem and the Holy Land. Two excellent maps are included on the centre-spread, and are framed with equally useful information. For example, guides are recommended in Jerusalem at a cost of 35s. a day, the old walled city being a five-minute taxi ride, or a short walk from most hotels. Once inside the walls you are advised to proceed on foot. Bethlehem, you learn, is a 20-minute drive from Jerusalem, and if you intend to visit the Mosque of Abraham at Hebron it is suggested that you get there between 8 a.m. and 11 a.m. to obtain permits and complete your sightseeing before the noon-day prayers. Tips are given on what souvenirs to purchase and there is even a paragraph about meeting Jordanian families with similar interests, which can be arranged by the Jordan Tourist authorities in Jerusalem. Vital statistics such as flying times and road distances are also given, all helping to make these folders of the utmost value to the tourist. This is the stuff that more travel folders should be made of, a judicious mixture of description and fact. Copies can be obtained from the Tourist Office at the Royal Jordan Embassy, 6 Upper Phillimore Gardens, London, W.8, or from the more comprehensive travel agents.

W.D.C.C.

BOOKS

LITERARY TOPOGRAPHY

A guide to writers and places; descriptive account of Shaw's plays; and this week's list of fiction

Most dedicated readers will tell you that guide books and cookery books have provided them with some of their happiest hours and with this I would agree, as a D.R. of many years' standing. A new kind of guide book to add to the lists has now been devised by Mr. John Freeman and very enjoyable it is. LITERATURE AND LOCALITY (Cassell. 42s.) is, in fact, a volume of literary topography in which the writer has taken the whole of Britain and Ireland and noted the relationship of writers to places. Tennyson, of course, and the Isle of Wight; Wordsworth and Grasmere; Scott and Abbotsford, and all the expected associations. But where Mr. Freeman's book is so valuable and such an informative companion, is in its details of far less well-known living and working places. Thus, the reader walking or motoring (slowly enough to observe) in Kent may find the old farmhouse where Conrad wrote *Lord Jim* and *Typhoon*; visit Rossetti's grave at Birchington; or see the remains of one of Lovelace's estates near Stour Street. Fowey is, naturally enough, identified with Quiller-Couch though it is not mentioned that Daphne du Maurier lives just two miles away in a great house romantically placed among its flowering trees. Mr. Freeman's annotations are concise but include some amusing and unusual sidelights on the great, such as the fact that Walter Raleigh retained the Devon accent throughout his life or that Thomas Lawrence at the age of ten delighted Fanny Burney with his drawings when she and Mrs. Thrale stayed at his father's Devizes hotel. There is an admirably arranged index, a list of museums and "literary houses," and a set of maps, completed by fully adequate cross-references.

Mr. C. B. Purdom says of his GUIDE TO THE PLAYS OF BERNARD SHAW (Methuen. 35s.) that it was started 20 years ago during Shaw's lifetime, is just finished and is intended as a descriptive and critical account of his work as a playwright. Since Mr. Purdom saw his first Shaw play in 1904 and, as a dramatic critic, followed his development from that time on, it could be said that he is in an almost unique position of authority for such a book as this. He has written lucidly and effectively about each of the plays in turn: on their themes, the background to their ideas, the problems of their production and, perhaps most interesting of all, has given his own conception, in each case, of the way in which the plays should be cast and produced.

TWO FOR THE SEESAW: Jerry Ryan (Robert Mitchum) lectures Gittel Mosca (Shirley MacLaine) in the film version, directed by Robert Wise, of William Gibson's play. It opens at the Odeon, Leicester Square, on April 7

Don Mario Borrelli is a small, slight, still young priest who already has a very special place in the history of the Catholic Church. After the war he went into the streets of his native Naples, dressed in ragged, ill-smelling clothes, to join the other *scugnizzi* and to begin the long, hard task of winning their confidence. The *scugnizzi* (the word originally meant spinning tops) are the urchins of Naples: the abandoned, the unloved, the starving, homeless and derelict. To preserve their lives they are in the habit of forming gangs, tough ones, and it was by these gangs that the little priest had to make himself accepted. For a very long time they had no idea that he was a priest; indeed, that might have been fatal to his plan. Now that they know and that his first House of Urchins is open in Naples and a second refuge in the building, he can go among them in his own colours and the Church's. A STREET LAMP AND THE STARS (Peter Davies. 21s.) is Father Borrelli's autobiography, told with the help of Mr. Anthony Thorne, and just as moving as it is inspiring.

HONEY FOR THE BEARS (Heinemann. 18s.), first on the list of novels for more than one reason, this week, is by Mr. Anthony Burgess and I suggest that if you don't enjoy laughter, then you shouldn't bother with it. Because it is very amusing indeed, as well as extremely intelligent. It is also written with style so that one would really have to be exigent or a sourpuss, or both, not to derive some kind of pleasure from it, always providing that the *ambiance* of Leningrad beatniks, police methods and an overall threat of loss of freedom didn't obscure your enjoyment.

Miss Doreen Wallace is one of those novelists who mildly but pleasurably surprise one by maintaining a standard so consistently and so highly of readability and entertainment. Her new book, WOMAN WITH A MIRROR (Collins. 18s.), is exactly a case in point: a novel which on first sight is a readable tale of a

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The name Debrett, with its aristocratic flavour tripping lightly off the tongue, stems from one John Debrett, the son of a Frenchman who settled in this country about 1740, and as a young man entered the publishing house of John Almon, publishers of Collins's Peerage. It was not many years before John Debrett had made his mark in this field, and put his name on a monumental work dealing with the fount of honour, "the ancient and present state of the nobility of England, Scotland and Ireland." Collins became Debrett and the name is now indelibly associated with a guide renowned for its accuracy and for its very proper refusal to be influenced at any time in what it includes or omits. Cyril Hankinson, for 27 years in the editorial chair, describes his experiences in MY FORTY YEARS WITH DEBRETT (Robert Hale. 21s.). His job certainly emerges as one with many pressures, stresses and strains, with a reward only for the limited few who are willing to become absorbed in it. Imposters, missing heirs, unclaimed family titles, and skeletons in the family cupboard are all familiar to Mr. Hankinson, who spices his sober analysis with many an anecdote. Despite all this the volume has been prepared with enormous solemnity. John Debrett would no doubt have strongly approved.

The dictionary definition of pre-emption is quite a simple one; it means purchase by one person before opportunity is offered to others, or to put it in its contract bridge context, it means bidding intended to be high enough to prevent further bidding. Unfortunately the word is finding a wider, more sinister currency; it has become part of the dangerous jargon of all concerned with

EDITOR OF DEBRETT

The reminiscences of Cyril Hankinson

aspects of nuclear war. In THE WARFARE STATE (Jonathan Cape. 25s.) Fred J. Cook, an American journalist of much experience, examines what he calls "the military industrial complex" of the United States against this background of a pre-emptive war. The evidence which he adduces is massive and alarming. It points to the great and increasing danger of yet another war to end wars, a matter referred to by Eisenhower with unaccustomed emphasis in the last days of his Presidency. Mr. Cook asks us to examine "the creeping authoritarianism of the warfare state." These are bold words, and he brings them forward with a due regard for supporting facts, a burning desire to reverse the trend.

Two other books that reflect the turmoil of our day are Ronald Segal's INTO EXILE (Jonathan Cape. 25s.) and Richard Lawson's STRANGE SOLDIERING (Hodder and Stoughton. 16s.). Both books are set against a background of African affairs. Mr. Segal in his account of experiences in setting up a newspaper against racialism in the South African Union reveals just how the Nationalist Government employs the law it has fashioned to its purpose. His journalistic adventure ended inevitably in exile, but this political testimony is well presented and closely reasoned, and we see how Dr. Verwoerd and his followers are able to sustain their policies on a mountain of wealth stemming from exports to the Soviet Union, China, and much of the free world. Major Lawson describes his service with the United Nations force whose task it was to restore order in the Congo after the country had been given its independence, and forced by this over-swift action into poverty, starvation and lawlessness. Operating amid such chaos was a daunting task, often involving plane journeys into the jungle with inadequate maps to rescue isolated communities and to defend them from unpredictable and rebellious private armies. Major Lawson received a well deserved D.S.O. for his part in this far from ordinary piece of soldiering.

Here is a physicist turned philosopher and prophet. Dennis Gabor, Professor of Applied Electron Physics at London's Imperial College, has made an analysis of the crisis of population, leisure and nuclear extinction facing the civilised world. What happens after this trilemma the sanguine Professor speculates upon in INVENTING THE FUTURE (Martin Secker and Warburg. 21s.). The envisioned age of plenty and leisure seems, however, to be lacking something. No doubt the Bishop of Woolwich and a good many others would spot it immediately.

Finally a noble and welcome paperback reprint. Nikolaus Pevsner's AN OUTLINE OF EUROPEAN ARCHITECTURE (Penguin Books. 12s. 6d.), now appears in a seventh revised edition. The format has been enlarged and the illustrations, their numbers swollen to nearly 300, appear beside the passages to which they refer. As ever with Mr. Pevsner's work here is both warmth and scholarship.

Richard Edmonds

permanently immature, permanently—it seems—attractive woman married to an extremely nice schoolmaster. Not an ideal combination but one which is made possible by the husband's good-natured, philosophic understanding of his wife's demands. The dramatic climax is a real, almost a shocking surprise, but in the interval one has had the revelation of at least two characters who have been described with something more than facility and whom one will remember.

THE HIGHER THEY FLY (Hodder and Stoughton. 16s.), by Mr. Christopher Hodder-Williams, is a story about aviation, a story of adventure and, even more grippingly, a story of a man's response to an emergency which is both physical and emotional. Technical detail in a story of this kind, if well done, is always absorbing as Nevil Shute proved once and for all. The present book is in that same straightforward tradition and all the better for it: swift in action and marvellously understated.

It had to come, of course: a novel about a family divided by their attitudes towards nuclear disarmament or a novel about taxi-drivers in a town graced by a U.S. air force base. Mr. Paul Ferris has combined the two themes in A FAMILY AFFAIR (Hutchinson, 18s.) and has made a funny and poignant thing of it, given the fact that he writes with a golden pen dipped in mild acid, and given, also, the fact that his brand of humour is both penetrating and original.

I TAKE THIS LAND (Hodder and Stoughton. 21s.), by Mr. Richard Powell, is a great big saga of south-west Florida in the period from the late '90's till after the last war, when development of the land depended partly on new railways and partly—or even more—on the stamina of the men who were exploiting that land for every reason from greed to patriotism. Highly coloured, fast moving and, in its own way, instructive.

In contrast, nothing could be more tranquil than the setting of Miss Jean Stubbs' book, THE TRAVELLERS (Macmillan. 16s.), in the course of which a year in the existence of a house and its inmates is discussed wittily, compassionately and imaginatively. The house, once an elegant one, now a near-tenement under threat of demolition, is in a north country city and it is with the inmates that Miss Stubbs' story is engaged. Readable, mannerly and not too wither-wringing.

The Kaiser called our troops "a contemptible army" in 1914, and, in 1778, George Washington's force was called "an army of scarecrows." Mr. Charles Flood in BARREN HILL (Cassell. 21s.), has followed the fortunes of Washington's Continental Army in the individual terms of a small group of men and has succeeded in producing a picture of the conditions, the hardships and the often bewildered purposes of a world-changing conflict.

The best collection of short stories this week, and quite probably this month, has been edited by Miss Gerda Charles who has chosen from the work of such writers of our own days as Nadine Gordimer, Irwin Shaw, Arnold Wesker, Brian Glanville and Alexander Baron, among others. A story by the inimitable Leonard Q. Ross of *New Yorker* fame is included, for which I am especially grateful as it is the most typical and, in my opinion, the best that he ever wrote about that great-hearted *maladroit*, Hymie Kaplan. MODERN JEWISH STORIES (Faber. 18s.) will stand with all the most distinguished anthologies.

Just one thriller this week but a stalwart addition to the chronicles of Perry Mason, the imperturbable book-and-TV sleuth. THE CASE OF THE SCREAMING WOMAN (Heinemann. 13s. 6d.) is one of Mr. Erle Stanley Gardner's more ingeniously worked-out cases and has a neat argument against circumstantial evidence in addition to the more familiar court arguments.

Vernon Fane

The accused Foster (Alan Gifford), with, behind, his wife (Faith Brook). **Left:** Counsel for the Defence, Murdoch (Bruce Boa) questions Christine, the accused's daughter (Hester Cameron)

LICENCE TO MURDER

at the Vaudeville Theatre

Elaine Morgan's first stage play is a courtroom drama, set " on the eastern seaboard of the United States." It revolves, topically, round a situation which might happen in this nuclear age. The basic issue is: did the accused shoot his victim in a nuclear air raid shelter for private reasons or because he believed that the war had come and that there was no provision for an intruder? If the second is the case, was the accused morally justified? The production by Silvio Narizzano and the acting have a professional gloss.

The counsel for the Prosecution, Ricardo (William Sylvester) attacks Foster's story

Photographs by Reg Wilson

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

R. S. Cumming

Mr. R. S. Cumming, T.D., took office as Chairman of the Distillers Co. Ltd. last Monday, April 1, having been previously head of the group's Scotch whisky and gin organisations. As a director of the company since 1946, and a member of its management committee since 1951, he has long experience of its major interests in chemicals, plastics, yeast and food. Ronald Stuart Cumming was born in 1900 on the borders of Banffshire and Morayshire. His family association with the Scotch whisky industry dates from 1824, when his great-grandfather founded Cardow Distillery (now one of 40 distilleries producing malt whiskies for D.C.L. companies). After being educated at Uppingham and Aberdeen University, Mr. Cumming joined John Walker and Sons Ltd. in 1920. Having gained first-hand experience of production methods at Cardow, he was employed in the home trade department, then as export manager and as export director, when he travelled widely. In 1939 Mr. Cumming was appointed Joint Managing Director of James Buchanan and Co. Ltd. He saw military service in both world wars. Since the end of the last war, when he was appointed to the D.C.L. Board, he has played a leading part in expanding world markets for Scotch and London gin. In 1961 he was elected Chairman of The Scotch Whisky Association. Mr. Cumming is married; his wife received the O.B.E. in 1953. Their holidays are always spent at their Morayshire home, where Mr. Cumming enjoys shooting, fishing and golf. He is a former Scottish rugby international

BEECHING'S EFFECT ON COAL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Among the implications for other industries of Dr. Beeching's radical remedies for British Railways—the implications of which for passengers at large are discussed earlier in this issue—perhaps the most intriguing is its impact on the National Coal Board. In their beginnings, most of the railways of Britain were laid out to move coal from the mines to consumers or to ports for export; and this unflagging movement of coal remains, surprisingly, British Railways' largest single job. More surprisingly, haulage for the one declining nationalised industry remains one of the few main classes of traffic on which the other declining nationalised industry still covers its full costs.

In 1961, the year on which Dr. Beeching's analysis was based, British Railways moved 145,700,000 tons of coal and coke, which accounted for 913,000,000 wagon-miles of freight. In tonnage, coal represented about two-thirds of the freight the railways hauled; and though earnings per ton are lower than on general merchandise, this coal traffic was worth £108,300,000 to the railway system, nearly 40 per cent of its total freight earnings. British Railways, from this revenue, was able to cover the direct operating costs of the movement involved, plus the proportion of its indirect costs that its accountants would allocate to coal traffic, and still come up with a modest margin—£2,800,000 a year. In itself such a surplus isn't impressive: still, for a service that showed deficits on all other broad classes of freight traffic and passengers, and a total deficit of £171,900,000, any surplus anywhere was fairly welcome.

Fairly welcome is just about enough to express railwaymen's enthusiasm for coal traffic, however. Looking to the future, they can only foresee a decline in it. The Beeching report expresses no views about the likelihood that the other burly nationalised boss, Lord Robens, can achieve *his* objective—sales of 200,000,000 tons of coal a year—though at times some scepticism shows through. But even if the Coal Board does succeed in this, and the railways manage to hold their proportion of coal movement, they expect traffic to decline in ton-mileage. For the main chance of success for the coal industry is to sell more and more of its annual tonnage to power stations: and if this is worthwhile for electricity it means locating power stations near to pitheads. So in general, the distances that coal moves inside Britain seem likely to come down, and with them the total ton-mileage of coal traffic on the railways.

But it is not so much the prospect of eventual decline that dulls the enthusiasm of railwaymen for coal traffic. It is the circumstances in which trains have to load and deliver the coal. The Beeching report says bluntly, "None of the collieries has storage bunkers and facilities for rapid loading of trains, although quite a number of them are able to load road vehicles without delay, from elevated hoppers." In practice, the railways find themselves providing most of the facilities for coal storage —at both ends of its railway journeys.

Historically, British collieries have always stored most of their coal in wagons, and continue to do so. On the average, about 40,000-50,000 wagons a day are delivered to the country's 600 mines that are served by rail. Most wagons spend about two days at the colliery, in pithead or washery sidings, serving as bunkers for the coal until they are made up into trains and hauled away. At the receiving end of their journey railway wagons are often used for storage, too, while road vehicles are emptied at once. The Beeching report calculates that the collieries have the use of "22,000,000 wagon days a year" for storage. And most of this, as it stands, is free: the railways traditionally allow two days per wagon for loading before charging demurrage. The cost to the railways of providing this storage, the report argues, is about £11,000,000 a year; but they charge the Coal Board only £1,000,000 a year for it.

The kind of wagons in which the railways would like to move coal—big hopper wagons with pneumatic braking, that can be hauled in fast trains, and unloaded quickly at the receiving end—are too expensive to use for storage. Using them economically depends on turning them round quickly—at both ends of the journey.

What Dr. Beeching proposes to do about this is to charge the Coal Board the full cost of wagons retained by collieries. He appreciates that the coal industry will not voluntarily invest in bunkerage and train loading facilities at pits so long as it can count on wagon bunkerage free. At the other end of the line, he would like to concentrate rail-served coal depots to a few hundred large ones that could be supplied by through-train movement. At present, 1,172 of the stations with facilities to receive coal receive none at all; another 1,790 stations take only one to five wagons a week. Three-quarters of the coal goes to just over 2,000 stations; 64 of them handle a fifth of the total tonnage.

Here again, Dr. Beeching proposes to "encourage" the coal trade to invest in big, mechanised coal depots by "a rapid progressive closure of the smaller stations, a process that is also necessary on other grounds." British Railways will not be prepared, normally, to invest in these depots itself. In the past, the Coal Board, which has itself only a very limited holding in coal distribution, has taken somewhat the same line; it has mechanised its own depots, and tried to encourage the trade to modernise others. Coal distributors, however, are themselves not too anxious to plough capital into a trade that they can see is declining, and many of them are already hedging their bets by going in for distribution of fuel oil. Dr. Beeching's inducements, at either end of the journeys that coal makes, may not be too easy to make effective.

It is clear that this rationalisation of coal traffic, one of the railways' few large slices of fairly profitable business, will require fairly heavy investment by other people—presuming the coal is still to move by rail. Dr. Beeching's suggestions of installing rapid train loading facilities would involve the Coal Board in heavy investment in pithead facilities. This might be a factor hastening the Board's process of concentrating mining into bigger and more efficient pits. The number of pits in which it may be prepared to invest large sums of money to improve loading facilities is likely to be far fewer than the total number still producing coal. The Beeching report moralises, "Such changes would be in the best interest of the Coal Board, the railways, and coal consumers because the potential savings are large enough to improve the competitiveness of the first two and to give a worthwhile reduction in the delivered price of coal."

The coal industry, and the coal traders, may note a shade sourly that the railways propose to share in—indeed perhaps enjoy the larger part—of these savings, while they are required to provide the investment from which these savings will largely accrue. But this is largely a sign of change—in forms of energy and transport, and in bargaining power between public utilities. For many years the railways and the coal mines were knit together by reciprocal business; the railways hauled the coal and the collieries supplied the railways' fuel. Today, coal sales to the railways continue to fall, with the shift towards diesel and electric traction; and though coal remains an important customer, there is not so much need to give it special considerations such as the two days free before demurrage charges.

The coal industry and trade, again, might complain that before trying to inflate the surplus that they earn on carrying coal, the railways might concentrate on getting a full contribution to costs out of some of the many other traffics on which at present it loses many millions of pounds a year. On the coal trade they are already breaking better than even, which is their hope for total railway traffic by 1970. But there are so many uncertain elements in the future of railway economics that Dr. Beeching is entirely logical in seeking to achieve genuine economies even in his more profitable traffics—wherever the traffic, in fact, will bear them.

The Hovertruck, a development by Vickers of the Hovercraft principle, is applied here in an agricultural role. The truck is fitted with a flexible skirt and an extra engine driving centrifugal fans on each side of the vehicle. The cushion of air underneath the skirt takes four-fifths of the load off the wheels, enabling a farmer to drive over the muddiest field without getting bogged down, or safely over young seedlings

MOTORWAY FUTURE

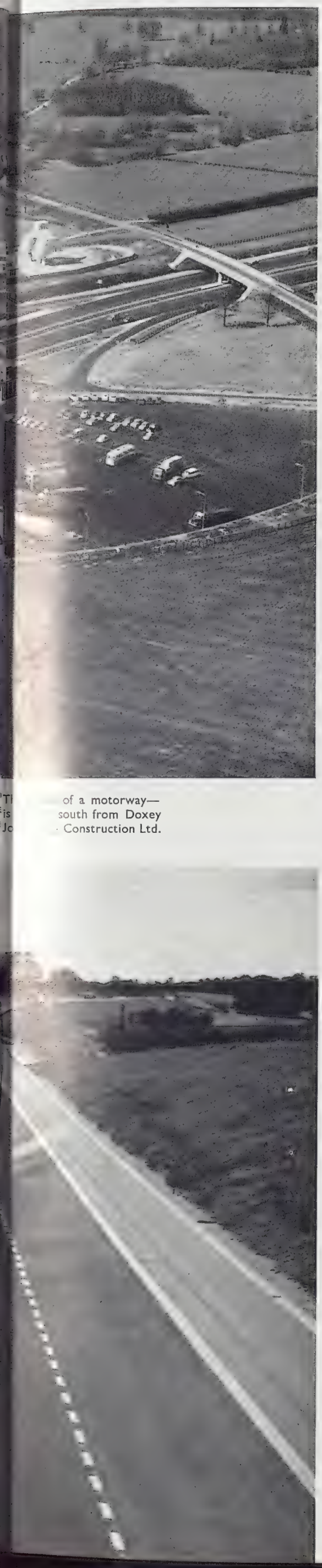
Nobody doubts the economic necessity of good communications in an industrialised country. The issues which cause controversy are the amount of public money that should be spent on communications; the relative needs of roads (divided again between inter-city communications and urban schemes), the railways, and the airlines. One consequence of Dr. Beeching's report on the railways is that it has added fuel to the motorway controversy. Perhaps the sentence in it which sums it up best reads: " burdening the good traffics with costs arising from the bad ones has led to the transfer to road of a considerable volume of traffic which railways are better able to handle in order to preserve on rail traffics which could better be handled by road." So Dr. Beeching is proposing to concentrate on main arterial freight routes where Mr. Marples is having his motorways.

But there is no doubt that Britain needs new roads able to cope with a volume of traffic which has risen astronomically in an age when the motor-car is the favourite way of travelling. Between 1950 and 1960, for instance, the number of cars in use doubled. Last year, it was estimated that there were 10.4 million vehicles in circulation; by 1970, according to the prediction of the Road Research Laboratory, this will have risen to 17.8 million.

Secondly, compared to other countries in Europe and the U.S., Britain is not spending on her new roads and major improvements anything like as much. It has been estimated by the British Road Federation that this year, under the Government programme, Britain will spend £104,000,000 on new roads and improvements. In 1960 France spent £120,000,000 and Italy £145,000,000. The existing British motorway programme is to provide 1,000 miles of motorways by the early 1970s. By December last year there were just 188½ miles in use.

Achievements so far: the M.1; the Medway Motorway to be in use this year; a stretch of the M.5 from Birmingham to Bristol is open; a part of the M.6 from Crick to Carlisle has been opened and later this year it should be possible to drive by motorway from north of Birmingham to Preston; work is under way on the Heads of the Valleys road, vital to that part of South Wales; and a major part of the A.1 has been modernised. The Slough by-pass, part of the M.4 from London to Bristol, is due to be opened to join the Maidenhead by-pass, but much else of this route still remains to be settled.

Halfway house on the M.1, the service area at Newport Pagnell on London-Birmingham Motorway. Below here it is composed of two 36-ft. carriageways, a 15-ft. central reservation, and hard shoulders. The view is Road Bridge on the Stafford by-pass towards Stafford Castle on the hill — the main contractors were Jo



of a motorway—
south from Doxey
Construction Ltd.

Ribbon-like towards the horizon stretches a section of the M.2 near Faversham in Kent. The motorway, which has been designed to relieve congestion in the Medway towns, is to be open for traffic this summer

Machines to do the work—**left :** excavating a mixture of marl and sandstone in the Keele cutting on the Birmingham-Preston Motorway and **right :** the concrete train advances along the Stockbury-Brenley Corner section of the M.2. Visible in the picture are the batch trucks, paver and conveyor system to hopper spreader

North of Doncaster on the A.1, the Went Bridge carries traffic nearly 100 ft. above the valley. With its attendant by-pass, the 470-ft.-long viaduct was built by Taylor Woodrow Construction Ltd. It is linked to the Doncaster By-pass, which has eliminated one of the worst bottlenecks on the Great North Road

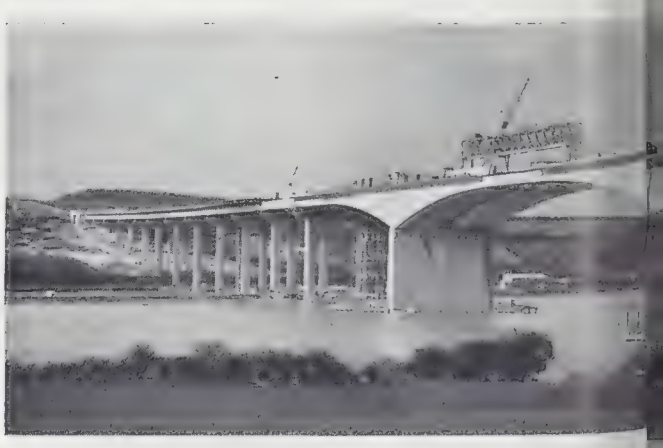
During the construction of the M.2, a sheet of polythene is laid between the sub-base and the concrete road slab

MOTORWAYS— UP IN THE AIR

Building motorways in Britain, because of the country's intricate network of roads, railways, canals and other waterways, means building a great number of bridges as well. In the current programme, well over 2,000 new bridges are involved, accounting for nearly 25 per cent. of the total cost. Pre-stressed concrete has largely been adopted for bridge decks; a standardisation of pre-cast beams is growing in scope to reduce costs. For large span bridges, in situ pre-stressed concrete construction has been used : for river crossings and difficult obstacles, besides concrete, steel bridges have sometimes been the answer.

Laying culverts for the Birmingham/ Preston motorway, north of Doxey

Pre-cast concrete beams form the deck of the Wolvercote viaduct carrying the new Oxford ring road over the A.40, the Oxford Canal and the main line to London. Contractors were Higgs and Hill Ltd.



A feature of the M.2 is the bridge over the Medway. With a centre concrete bridge. **Right:** Pre-cast, pre-stressed beams for the approac

Taf Fechan Bridge, " Heads of the Valleys " road between Neath and Abergavenny. Work began recently. Contractors: Lehane Mackenzie, Shand and Christiani and Nielsen

In the rolling countryside of Staffordshire, this part of the Stafford-Hanford section of the M.6 (the Birmingham-Preston Motorway) adds its own appeal. Foreground is Burtonbank footbridge, at Hanchurch Manor. The $12\frac{3}{4}$-mile section, for which the main contractors were John Laing, was opened in December of last year

ir span of 500 ft. and a total length of 3,340 ft., it is one of the longest of its type of pre-stressed ducts were manufactured on site. Contractors: J. L. Kier and Co. and Christiani and Nielsen

A pre-stressed concrete bridge near Lambeg, County Antrim, on the M.1 (Northern Ireland). Contractors Caffin & Co. The first section, opened last summer, runs from Belfast to Lisburn

Linton Bridge on the Ross Spur Motorway, M.50, one of the most attractive of the motorways yet built. Contractors: Tarmac Civil Engineering Ltd.

COMPANY MEETING REPORT:

TATE & LYLE, LIMITED

Phenomenal rise in world raw sugar prices. Sir Ian Lyle on the short- and long-term future.

In his statement at the Annual General Meeting of Tate and Lyle Limited, held on March 27th, 1963, the Chairman, Sir Ian Lyle, said: " In February of 1962 the world price of raw sugar was £20 a ton: today it is £62. This phenomenal rise has come about because world consumption has caught up with world production."

Dealing first with the raw sugar companies, Sir Ian explained that the results at which they were looking were unaffected as prices did not start to rise steeply till after the end of the Company's financial year. If high prices continued in the current year, however, they would affect profits, though to an extent not easy to determine.

High world prices did not directly affect refining results, but the shortage of sugar, of which the price is a symptom, has important effects, though supplies for the United Kingdom home market were guaranteed to an extent of some 90 per cent. by the Commonwealth Sugar Agreement and by Home Grown beet supplies. Canada also ensures her supplies of Commonwealth sugar by means of a duty preference. Elsewhere, when prices rise, consumption tends to fall. Thus world trade in refined sugar shrinks, but our export trade is helped by a compensating factor. An increasing proportion of the world trade in refined sugar has recently been filled from Continental beet sugar surpluses; but these surpluses have disappeared and it is hoped that an improvement in our percentage of world trade will more than offset a shrinkage in total volume.

Harking back to 1957, when the Sugar Act came into being, Sir Ian stressed that Refiners were then consulted and gave voluntary undertakings necessary for the working of the Act. Now an agreement has been made with Ireland which cuts across one of the main points in this Act—that British Refiners should be able to compete on equal terms with any sugar offered in this country. The present agreement gives a subsidy to the Irish—direct competitors in Northern Ireland. Sir Ian stated that Parliament had been told: " We do not in the normal way consult with trade interests before agreements are made. We consult with them *after* the agreements have been made. This is what happened in this case." Commenting that he found these words puzzling, Sir Ian went on to say that the Ministry insisted that the agreement must go forward and had invited the company to co-operate in supplying the Irish with Commonwealth sugar so that it could compete with its own. The Refiners had made public protest.

GROUP RESULTS

Turning to the results of the Group, the Chairman stated that profit before tax at £6¾ million was about 5 per cent. down. Refining profits at home had suffered a drop of £710,000, £570,000 of which was accounted for by changes in sugar Duty and Levy. World shortage had not developed in the period and plentiful supplies were depressing export markets and had brought 150,000 tons of dumped foreign refined sugar into the United Kingdom—an amount exceeded only once in the last twenty years.

An excellent year in Canada had made up total refining profits to much the same as 1961, and though the West Indies companies had had a disappointing year, with smaller crops, a quota for selling into the United States had been secured and would be an important new outlet.

In Rhodesia a modest profit had been made in raw sugar manufacture and refining, and consumption continued to increase at about 5 per cent. per annum. A Commission set up by the Federal Government had made welcome recommendations for removing controls, while a newly-formed Rhodesia Sugar Association had achieved a spirit of co-operation which augured well for the future.

THE FUTURE

In a look at the short-term future, Sir Ian said 1963 should produce considerably better results than 1962. There were indications of recovery in exports and current high prices would help in the Caribbean and in the Canadian beet industry.

While confident in the long-term future, Sir Ian admitted disappointment at the collapse of the Brussels negotiations, which meant a lost chance of sharing in an expanding market. But the Commonwealth Sugar Agreement, he said, would ensure reasonable prosperity for Commonwealth producers and a guaranteed supply for most British refiners' home trade markets.

Sir Ian warned that the present Common Market is wedded to a policy of subsidised exports of agricultural surpluses, one being sugar. Some French subsidies were astronomical. Outside the Market it would be hard to meet such competition and he thought it should be made clear that the United Kingdom is not prepared to enter into the International Sugar Agreement (due to be re-negotiated this year) unless clauses prohibiting subsidies are included and enforced.

Finally, said Sir Ian, " I cannot let the occasion pass without mentioning Nationalization. We were glad to see that at least the Conservative Party has not got us on their list ; this they let us know in their pamphlet ' Entitled to Know.' In spite of this, you may rest assured that we shall be on the alert and not allow ourselves to be lulled into a false sense of security. I rather suspect that Mr. Wilson may well have a list of his own tucked away somewhere."

The report and accounts were adopted.

INDUSTRY AND THE STOCK MARKET

SHARES IN THE AIR

By " THE SPHERE " CITY CORRESPONDENT

Dominating City talk this month is the Budget, imminent as this page goes to press. Whatever the outcome, it will be some weeks before its impact can be fully assessed. Certainly there is little sign that the upward trend of industrial production predicted by the Government a year ago has yet materialised. It is not the confidence of the businessman which has to be won at this time, but that of the housewife. Until she starts spending more freely in the household goods and clothing shops and encourages her husband to buy a new car, the stagnation of British industrial output will continue and the level of unemployment will remain high. But the rub is the housewife will not start spending so long as there is short-time working in her town or her brother-in-law in Newcastle-on-Tyne is out of work. Will this Budget prove by the summer that the Government has broken the vicious circle?

But to turn for a moment from the general prospects of the British economy to one much-troubled sector: the aircraft industry. There has been a number of items of news recently that suggest the aircraft industry is going through yet another of its fundamental reappraisals. There has been a meeting at Chequers between the Minister of Aviation, Mr. Julian Amery, the heads of the State airlines (BOAC and BEA) and the leading aeroplane manufacturers.

Following the shotgun weddings in the aircraft industry three years ago (under Government instructions as a prerequisite to further orders from its civil or military departments) there are now only two major manufacturers of airframes and two major manufacturers of aero-engines left in Britain. The airframe firms are British Aircraft Corporation and Hawker Siddeley. B.A.C. (owned 40 per cent. by Vickers, 40 per cent. by English Electric and 20 per cent. by Bristol Aeroplane) is about to launch its much-heralded One-Eleven, a short-haul airliner already ordered by one of Britain's independent airlines. Hawker Siddeley (which incorporates Blackburn, de Havilland and Whitworth Gloster) is predominantly a manufacturer of military planes and missiles. Two projects highlighted in this year's Defence White Paper—the P.1154 and the WG.681—are both Hawker Siddeley products.

On the aero-engine side the industry is also down to two major producers: Bristol Siddeley (owned 50 per cent. by Hawker Siddeley and 50 per cent. by Bristol Aeroplane), which has the lion's share of the engine work for the Anglo-French supersonic airliner project, and Rolls-Royce, which besides providing engines for a large number of overseas airlines is supplying both the B.A.C. One-Eleven and de Havilland's Trident.

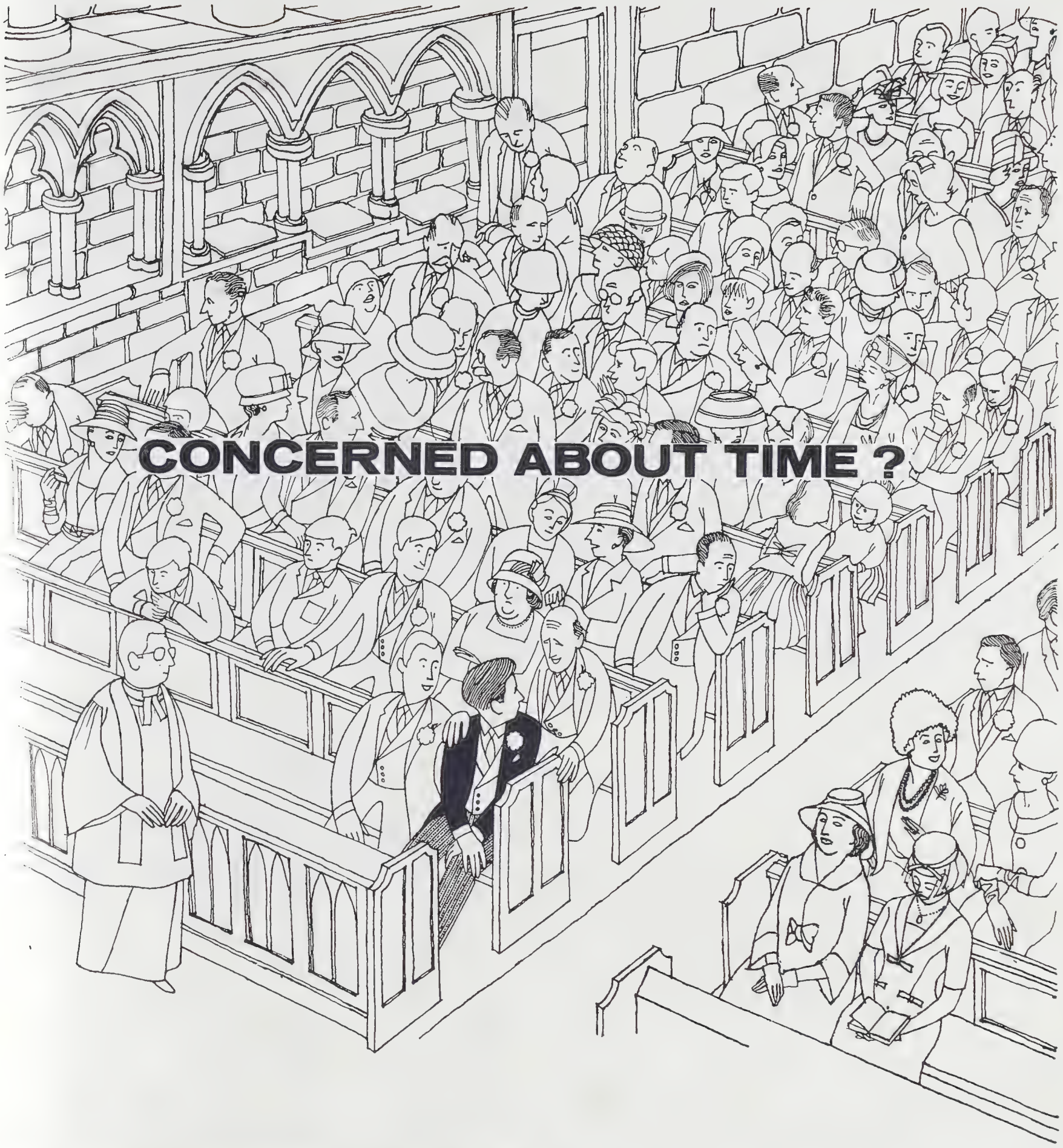
Unfortunately for investors, even though costs in this astronomically expensive industry are now being pooled as a result of the mergers, the benefits on the airframe side are still to show. The snag is—as the American aircraft industry has also found—that a plane takes so long from drawing board to actual production that it is already nearly out of date by the time it is earning its keep.

There is the further snag—or possibly advantage—for investors that earnings from both major airframe makers are diluted in the widespread other interests of the parent companies. Vickers and English Electric, for instance, are widely spread in engineering, while Hawker Siddeley (besides its interests in diesel engines) has a substantial stake in Canadian industry which has been proving a drag on group profits for some time.

So on the airframe side investors are left with the minor manufacturers such as Handley Page, stubbornly independent, whose share price is held up partly on hopes that the company will eventually be taken over, partly on expectation of a diversification programme out of the aircraft industry. Alternatively, there is Westland Aircraft, which has become a specialist in helicopters (it is virtually the British helicopter industry) and is associated in the Hovercraft project. With the proviso that must be made about any company dependent largely on the changeable policies of Government departments, Westland's shares at around 15s. (to yield a nearly three times covered 5¼ per cent.) look reasonable.

But more attractive just now are the aero-engine companies. For Rolls-Royce, the recent Government decision to share development costs of the Spey engine comes in the nick of time for shareholders faced with a second year of disastrous profit decline. It is also an indication that the Government, which at one time seemed to be loading the scales in favour of Bristol Siddeley, is determined to keep both aero-engine groups viable. In which case Rolls-Royce shares at under 30s. (compared with a low point of 23s. and a high two years ago of 50s.) look an interesting two-year recovery stock.

But more immediate, perhaps, will be the impact of the growth of the other aero-engine firm (Bristol Siddeley) on its parents. Trading profits have risen from £2,500,000 to £5,000,000 in three years and the current year's results are expected to be better still. Dividend policy appears to be progressive, but the benefit, while useful to the massive Hawker Siddeley parent, is really felt by Bristol Aeroplane, where last year it accounted for 70 per cent. of the company's net profit. Bristol Aeroplane shares have already come up this year from 19s. to around 25s. at which (on the assumption of a 15 per cent. dividend) they yield a handsome 6 per cent. They should go higher over the next year.



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FROM TRAMS TO CARS

Work is well in progress on the new Strand Underpass in London, which is making use of the disused tramway subway to provide a light vehicle subway from Waterloo Bridge into Kingsway. **Below:** Demolition work on the central support wall (between the twin tram tunnels) at the exit into Kingsway. **Right:** the northern exit ramp in Kingsway, looking South

GOOD LIVING *by Ganymede*

Chablis is probably the wine which suffers most from flattery by imitation. The true wine from this relatively small producing region, which is detached but close to Burgundy, has some outstanding qualities which cannot be found in any other wine. There are other extremely fine, dry, white wines, but a good Chablis has a complete dryness, it is full without this fact being perceptible, lacks the impression of acidity in spite of its great dryness, and above all has a characteristic " flinty " taste which comes from the Pinot Chardonnay grape grown on a soil whose chalk is similar to that of Champagne. Another inimitable quality of the true Chablis is its colour, which is pale with a very slight suggestion of green.

It is amazing to find wines which hardly resemble these characteristics being sold under the Chablis label. The reason for this situation is simple. The area is very small, and has suffered a great deal from various scourges including the Phylloxera, when it ravaged all the vineyards of Europe. The vineyard is near the northern limits of wine growing and the vines are planted on low slopes which suffer from frost frequently. After the depredations of many bad years early this century, a large part of the area has been turned over to a variety of other crops.

To avoid being fobbed off with fakes, however well-dressed, it is worth knowing something about the position regarding appellations in the Chablis vineyard. There are four types of classification. The best vineyards are the Chablis Grand Cru, or Grand Chablis; there are seven of these including Vaudésir and Les Clos. Next come the Chablis Premiers Crus which are situated in several communes. Third in rank are the wines described as simply Chablis; this is allowed for any white wines made of Pinot Chardonnay grapes in the 20 communes of the Chablis district. Fourth and last come the wines labelled as Petit Chablis or Chablis des Environs de Chablis. These include the ordinary white wines of the district often sold under the denomination of Chablis-Village or Petit-Village. An over-optimistic description on a label saying merely " Chablis," especially if it is without the reassuring mark of a known and trusted shipper, should be disbelieved.

All this was brought home to me the other day when I was lunching in the office of Peter Reynier, whose firm specialises in shipping some of the best wines from Chablis and, what is more, has the monopoly for Britain of one of the top vineyards, the Grand Cru, Les Vaudésirs. On this occasion, after he had chosen the wines for our lunch, and while we were enjoying our aperitifs, I happened to mention my interest in the really fine wines of Chablis. My friend disappeared for a minute or two, and on returning told us most charmingly, that having perceived my interest, he had quickly arranged to have two rather fine examples of Chablis added to the wines for our lunch.

So, after an excellent but not exceptional Hermitage Blanc 1959 from the Rhône Valley, we were offered just a small taste or two of the Premiers Crus of Chablis which are shipped by my friend's firm: La Fourchaume and Les Monts du Milieu. They were both ideal representatives of their breed, with subtle differences between them. The rich year of 1959 has not spoiled their dryness, but had perhaps contributed to their magnificent bouquets. The Fourchaume had a particularly appealing bouquet, while the Monts du Milieu disguised its strength with a most becoming delicacy.

This pair made a fine introduction to the next wine on our card. This was quite out of the ordinary, for entirely different reasons—one of those rare exceptions which prove a rule; the rule in this case being the one which says that most white wines should be drunk young for they do not improve appreciably with age. It was a Meursault 1950, bottled in London by my host's firm. It was most impressive, far from having deteriorated in a dozen years. On the contrary, it had gained nobility and character, expressed in flavour and bouquet with the greatest dignity. My host explained to us some of this wine's history, which goes perhaps some way towards accounting for its exceptional valour. The vigneron who made this wine is an old gentleman, greatly respected and recognised for his skill, who has original ideas on how to get the best results from his cellar. This wine had been left for two years, resting on its lees on the principle that this treatment would beneficially nourish and enrich the wine. Whatever the merits of this view, in the case of the Meursault 1950 before us, the old gentleman has proved his point.

I recently revisited an old, old haunt of mine where I used to dine occasionally many years ago. I had known Leoni's Quo Vadis restaurant before the last war, in the days when Soho had a real atmosphere of glamorous foreign parts. Much of this quality of Soho has become greatly diluted. I found it all the more pleasing that, although modern improvements had been made to the premises, in essentials neither the Quo Vadis restaurant nor its patron was in any way different. The rooms are still pleasantly simple without any conscious effort of introducing " decor," the cooking is still first class, especially if one considers the very reasonable prices, and finally, the welcome and service personally inspired by Signor Leoni himself is as charming and efficient as ever.

To pick only one of the many original specialities, I would recommend the Crêpe à la Verbano: pancakes filled with shrimps and lobster served under an exceptionally creamy cheese sauce. As one would expect, the wine list is particularly strong in Italian wines ; they go so well with many of the dishes on the menu.

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MOTORING

A MORRIS CONVERSION

Postscript on Geneva; and the East African Safari Rally

By **COURTENAY EDWARDS**

I have been having things done to my Morris 1100. I have had it "converted" by Mr. Daniel Richmond's Downton Engineering, Ltd., of Wiltshire and "silenced" by Mr. Glynne Grant's Interior Silent Travel, Ltd. Mr. Les Leston (racing driver and car accessory specialist) has replaced the standard, 16-inch steering wheel with a 15-inch, wood-trimmed affair bearing the signature of my friend Stirling Moss. These things have made a big collective improvement. Daniel Richmond gave the engine the full treatment including twin carburettors, a 9·3 to one compression ratio and new manifolds.

It costs £84 10s. and gives the car wings. My Morris now does over 90 m.p.h. in top and better than 65 in third. Its liveliness throughout the speed range gives the car a new personality and brings out the car's superb cornering and road-holding. Interior Silent Travel (in which Glynne Grant is amiably and energetically assisted by his son Richard) gave my Morris a luxury touch by fixing 28 lb. of heavy jute felt to the bonnet, bulkhead, floors, luggage boot and elsewhere.

For £9 10s.—£7 10s. if you do it yourself—this "Silent Travel" kit provides most effective engine and road noise insulation. Cost of other kits ranges from £5 for a Mini to £12 for a Mercedes-Benz 300 SE. Les Leston's mahogany-rimmed steering wheel sells at £7 19s. 6d. for the Morris 1100. It is not merely decorative. Its smaller diameter gives the steering a more direct ratio admirably suited to the car's improved performance.

The Geneva Motor Show had so much to offer that I make no apology for writing this postscript. I was able to make brief road tests of two of the new two-seat models: the 2·3-litre Mercedes-Benz 230 SL (from £3,595) and the hardtop *gran turismo* version of the 1·6-litre Sunbeam Alpine (from £840). I found the latest Mercedes-Benz solidly built in the Stuttgart tradition and beautifully finished and appointed. Visibility is excellent and its performance in the lower speed range is not sensational but the smooth, fuel-injected, six-cylinder engine gives a top pace of over 120 m.p.h. Although the automatic gearbox, when specified, is controlled by a centrally-mounted floor lever, I prefer an ordinary gearbox for this type of car.

The Alpine improvements which impressed me most were the roomier boot, the rally-type bucket seats and the telescopic steering column.

Design points noted at Geneva: (1) On the long-wheelbase Mercedes-Benz 300 SE (which gives four more inches of legroom for the rear seat passengers) there is an optional device which when you lock the driver's door also locks the other three doors, the boot and the petrol filler cap.

(2) Use of an alternator as standard equipment on the new *de luxe* version of the Fiat 2300. This compact alternating-current generator charges the battery even when the engine is idling.

(3) Useful accessory for the Caravan 1000, estate car version of Germany's Opel Kadett: a backward-facing seat for two children which hooks on to the back of the rear bench.

The East African Safari Rally starts at Nairobi next Thursday and I hope to be there to give the British drivers a bit of moral support and to tell you all about it later. The rally—a really tough event in which the cars are apt to run into elephants and giraffes—lasts five days and finishes on Easter Monday. Its route—from Nairobi to Mombasa and back, then down to Dar-es-Salaam and back—takes competitors 3,080 miles through beautiful tropical scenery in Kenya, Uganda and Tanganyika.

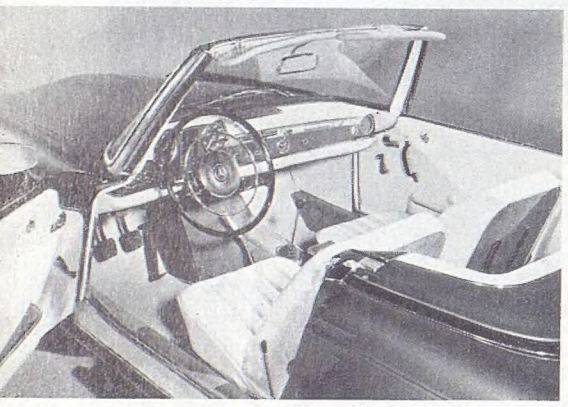
Britain will be strongly represented by Ford, Rover, Morris and Hillman and this year Japan is putting up a strong challenge with 1,189-c.c. Nissan Datsuns and 1,883-c.c. Nissan Cedrics. In the seven classes one of the toughest battles will be waged in the category for cars of between one and 1·3 litres. Here a powerful factory-entered team of four Ford Cortinas and two Anglia Supers will be opposed by half a dozen Volkswagens, five Morris 1100s, three Peugeots and two Nissan Datsuns.

One of the Cortinas will be crewed by Pat Moss and Ann Wisdom, driving together for the first time since Ann (now married to Peter Riley, who is also driving for Ford in the Safari) had her baby. Competing in the Safari for the first time last year in a Swedish two-stroke Saab, they finished second next to a Volkswagen and won the ladies' trophy. Erik Carlsson (to whom Pat is now engaged) is again driving a Saab.

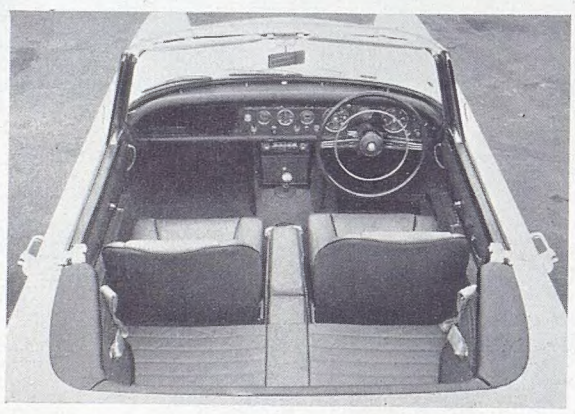
Mr. Marples was in good form when he attended, as guest of honour, the golden jubilee banquet of the Motor Agent's Association at Guildhall. The Minister of Transport did not, however, have anything very important to say. He confessed to being inhibited by the statement he was due to make a week later about the Beeching Plan for the railways. Mr. F. W. Webster, M.A.A. president, made a dignified speech in which he extended a special welcome to Mr. E. C. Gordon-England, who held the same office in 1929 and 1930. There is no one alive who served as president earlier than this.

Mr. A. W. Wright, deputy president of the M.A.A., which today has over 19,000 members, recalled that the Association was formed in 1913 as an offshoot of the Society of Motor Manufacturers and Traders. "You gave us £500 and told us the time had come for us to make our own way in the world" he said to Mr. L. G. T. Farmer, serving S.M.M.T. president, who had proposed the toast to the M.A.A.—to which Mr. Wright was responding. Although, said Mr. Wright, they were not there that night in the role of the prodigal son, he was not going to admit they were yet in a position to pay back the £500! During a two-day conference at the Festival Hall the garage men seemed a little worried about both the financial and safety aspects of the tendency for manufacturers to make it unnecessary for cars to be serviced so often.

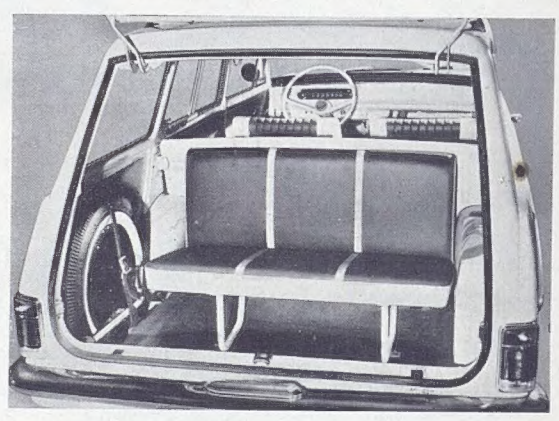
Briefly. . . . The R.A.C. is offering to car manufacturers a world championship rally trophy for the best performances in any four of these five events: Safari, Trans-Canada, Midnight Sun, Liège-Sofia-Liège and the R.A.C. Rally. . . . In an endurance run at Monza, Italy, a standard production Jaguar 3·8-litre saloon covered 10,000 miles at an average speed of 106·58 m.p.h. and set up four world records. . . . Why did Molyslip? I don't know, but I *can* tell you that Baron Rolf Beck, chairman of the Slip Group, has changed the name of his molybdenum disulphide anti-friction compounds to plain Slip. . . . The Roads Campaign Council has produced another valuable, well-written booklet on parking problems. This one deals with Coventry, Plymouth, Middlesbrough, Croydon, Brighton and Blackpool. . . . Full marks to National Benzole for organizing a "colourful garages" contest (in conjunction with the "Britain in Bloom" campaign) for filling stations with gardens and those which have to make do with tubs and hanging baskets. . . . Best of luck to Mr. Giles Turberville, touring manager of the R.A.C., who has just retired after 34 years with the Club. . . . A new car cleaner—the Resin Wax Wash—contains carnauba wax, the hardest of them all. Add a little to the water you use to wash the car. Price 9s. 6d. a tin. . . . Alan Brinton and John Blunsden have edited a readable, informative and critical review of last season's motor sport. It is called *Motor Racing Year* 1962-63 and is published by Knightsbridge at 15s.



For the new Mercedes-Benz 230 SL a luxuriously appointed interior



Improvements on the G.T. Sunbeam Alpine are rally-type bucket seats and a telescopic steering column



Rear view of the estate-car version of the Opel Kadett, the Caravan 1000. It has a back-facing seat for children

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, The Sphere, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

Fore! (A continuation of the golfing hotels article in The Sphere.) Readers of our previous article will recall that our recommendations on golfing hotels were, for the most part, confined to Scotland and Wales.

This time we are listing some more of our recommendations on golfing holidays in England.

Kent: near Broadstairs, Kingsgate. It was the late Lord Northcliffe, we understand, who put the North Foreland Golf Course on the map, and for weekend or more prolonged holiday golf, it would be hard to find a place with more bracing air. Fortunately, nowadays, there are two good hotels within a few minutes' walking distance of greens, fairways, bunkers and rough.

Fayreness Hotel—back in 1947—was little more than a guest house. Gradually, without destroying the friendly environment, *Fayreness* has blossomed into a fully licensed, 27-bedroom hotel (five private bathrooms), with residents and public bars. Yet the country house atmosphere remains.

Castle Keep Hotel. This newer development (with 20 bedrooms) can be described as a select luxury hotel, for 75 per cent. of the rooms have their private bathroom, and both restaurant and cocktail bar are geared for entertaining, or being entertained.

Deal—*The Royal Hotel.* What a golfing paradise, with the Royal Cinque Ports Course and, close at hand, Royal St. Georges and Princes. *The Royal Hotel,* one of the Trident Group, has been lavishly furnished and equipped to cater for both golfers and holiday makers. From the dining-room balcony one can step straight on to the beach.

Hythe—*Hotel Imperial.* An all-season holiday hotel which not only has its own golf course, but a resident professional. So holiday golfers who wish to improve their game, please note.

Tunbridge Wells—*Spa Hotel.* Though permanent residents are a feature of most hotels in this resort, the *Spa Hotel* caters for quite a number of small conferences which, when not conferring, make good use of the nine-hole golf course in the grounds.

Surrey, near Guildford—*Bramley Grange Hotel.* A charming country house hotel three miles from the town. Here, visitors have the free use of the Bramley Golf Club 18-hole course adjoining.

Weybridge—*Oatlands Park Hotel.* In the 60-acre grounds is an 18-hole (short) golf course—just one of the splendid amenities available at this unique hotel. Keen golfers will also be attracted to Sunningdale, Wentworth and St. George's Hill courses within easy motoring range.

Sussex, near Bexhill—*Cooden Beach Hotel.* Adjoining the Cooden golf course, by the water's edge and Cooden station with direct access to London. Here can be enjoyed for weekends or longer holidays good golf and all-round good living.

Near Chichester, Goodwood—*Richmond Arms.* Looking for a small, uncrowded course in beautiful surroundings? Then note this attractive 9-bedroom hotel which is situated less than a mile from the 18-hole Goodwood course and four miles from Chichester. An admirable spot for anyone seeking the peace of a picturesque countryside and proximity to the sea.

Hampshire, Brook—*Bell Inn.* A good example of a golfers' inn. The 9-hole Bramshaw Golf Club is attached to the hotel, so one could hardly be nearer for bedroom and bunker. Mr. and Mrs. Leo Maschek are Mine Hosts, and good ones at that.

Devon, near Braunton—*Saunton Sands Hotel.* Open only from May to the end of October, this wonderfully pitched holiday hotel has everything to offer, including the 18-hole Saunton Championship Course. Conference secretaries should particularly note this hotel for early or late season gatherings.

Thurlestone—the *Thurlestone* and *Links Hotels.* Here are two hotels which conference secretaries and golfing societies might well note prior to the holiday season getting into its full stride. Both hotels are under the same ownership, are modernly equipped and efficiently managed. The golf course (18 holes) is among the finest holiday courses in the country.

Gloucestershire—Amberley—Golf and Cotswold sightseeing can be enjoyed here equally with one's headquarters, the *Amberley Inn, Moor Court Hotel* (more residential) and the *Bear of Rodborough,* all close by the Minchinhampton 18-hole golf course.

Worcestershire, near Broadway—*Dormy House Hotel,* situated off the summit of Fish Hill, this old Cotswold farmhouse adjoins the Broadway Golf Club (18 holes). We have not yet made up our minds as to what is the major attraction here—the golf or the home-reared poultry and home-grown vegetables. Probably a combination of both.

Lytham—Lancashire. The scene of many a championship match and our recommendation there, *The Clifton Arms,* is well known to golfers doing the tournament rounds. Duttons Blackburn Brewery always make a point of keeping this hotel in the forefront of the luxury class with bedroom comfort, good menus in restaurant and grill room and attentive staff as the main essentials.

Hunstanton, Norfolk—The *Le Strange Arms and Golf Links Hotel* may be a mouthful but it helps to describe the situation of this hotel—only a few yards from the well-known championship course. Away from the main road and with views of the sea as well as the links the *Le Strange Arms* is modernly equipped and well managed.

Treyarnon Bay, Cornwall.—Trevose Golf Course is only ¾ mile away from the *Waterbeach Hotel*—a showplace among the smaller hotels of Cornwall. Open from Easter to October, visitors will find good food, good beds and furniture and equipment carefully chosen to blend with the summery atmosphere.

Finally, to go full circle from the start of these two articles, we come to what must be one of the newest golf courses in the country—the nine-hole short course at the *Welcombe Hotel,* Stratford-upon-Avon. British Transport Hotel Services made this in the 40-acre grounds surrounding the hotel, and the house itself, originally a private residence, has that most desirable attribute, so often missing in newer hotels—space.

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EXMOUTH, S. DEVON. DEVONCOURT HOTEL
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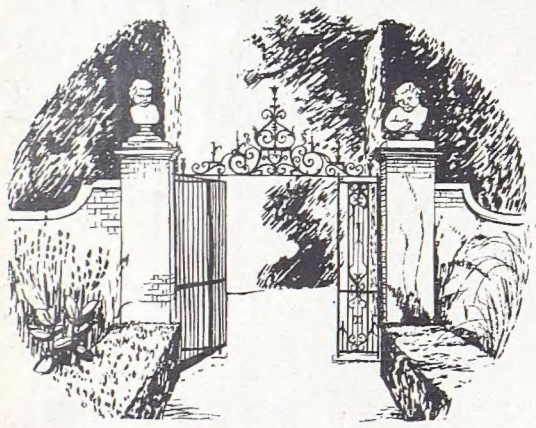
Visit Hidcote Manor with Shell

photographed in July by Percy Hennell



Hidcote Manor, Gloucestershire

If there be such a thing as a typical English garden, Hidcote Manor provides not one but a whole series. Its creator, the late Major Lawrence Johnston, laid out, along two main grassed vistas at right angles, a number of small gardens, each a separate entity, and each with its own character. The whole is enshrined in hedges—much yew and some remarkable, tapestry-like mixed hedges—and includes the formality of topiary, magnificent pleached hornbeams, gazebos, iron gates, and a pool.

But the planting is anything but formal, as the photograph shows. This part is dominated by a large *Cotoneaster watereri* (1), spectacular in autumn with red berries. Roses give summer-long colour, ranging from the species *R. rubrifolia* (2), its young leaves purplish, and *R. chinensis mutabilis* (3), which sometimes flowers till Christmas, to the long-flowering hybrid musk Thisbe (4), the modern floribunda Lavender Pinocchio (5), and the equally modern Magenta (6, 7), which however succeeds in looking thoroughly 'old fashioned.' Nevada (8) is another modern shrub rose which cascades creamy single blooms in June and again in August. Among the other shrubs are fuchsias (9), the bronze-leaved *F. gracilis tricolor* (10), the graceful Indigo Broom, *Indigofera potaninii* (11), and the Chilean tree mallow, *Abutilon vitifolium album* (12), on the wall. Herbaceous plants large and small fit in among these shrubs—the tall *Campanula lactiflora* (13, 14) at the back: and, farther forwards, *Iris spuria* (15); sage, *Salvia officinalis hispanica* (16); and a drift of Lamb's Ears, *Stachys lanata* (17). At the border front are pinks Inchmery (18) and Little Jock (19), aubrieta (20), and the South African blue daisy, *Felicia amelloides* (21). A final touch in this mixed array is the familiar everlasting pea, *Lathyrus grandiflorus* (22), sprawling over the roses.

Hidcote Manor, now owned by the National Trust, is at Hidcote Bartrim, 3 miles north-east of Chipping Campden, 1 mile east of A 46 and B 4081. The gardens (but not the house) are open daily, except Tuesdays and Fridays, between 1 April and 14 October, from 11 a.m. to 7 p.m.

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This garden will be illustrated in the Shell Gardens Book to be published in 1964.

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